

MICROFILM

**START
OF
ROLL**

ROLL NO.

COMMISSION MEETING MINUTES

ROLL NO. 23



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VOLUME 17
PART 1
COMPLETE
MINUTES OF THE OREGON TRANSPORTATION COMMISSION
COVERING PERIOD
FROM
JULY 1, 1989
TO
DECEMBER 31, 1989
HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

*ready for
microfilming*

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION TELEPHONE MEETING
HELD ON
JULY 10, 1989

July 10, 1989

The Oregon Transportation Commission held a special telephone meeting at 10 a.m., originating in Room 135 (Director's Office), Transportation Building, Salem. (Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State.) The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Bend
John Whitty, Vice Chairman, Coos Bay
Cynthia J. Ford, Member, Ashland
Robert F. Duvall, Member, Forest Grove
Robert N. Bothman, Director of Transportation, Salem
Gary Potter, Deputy Director of Transportation, Salem
John Elliott, Public Affairs Director, Salem
Donald E. Forbes, State Highway Engineer, Salem
Don Adams, Region I Engineer, Portland
Judy Peterson, Manager of Administrative Services, Salem
Fran Neavoll, Commission Services, Salem

There were other staff persons present in Salem.

Mr. Adams said the City of Portland and the Portland Development Commission have requested access from I-5 to S.W. Harbor Way (Pacific Highway West). He mentioned it was necessary to receive approval prior to July 11 due to a scheduled bid opening by the Portland Development Commission.

Mr. Adams explained the project is part of a long-term development of the south waterfront area. He said the proposed improvements would consist of all the work necessary to realign S.W. Harbor Drive between the Marquam Bridge and S.W. Montgomery Street; modify existing traffic signals at Harbor Drive and S.W. Montgomery Street; and install new traffic signals on Harbor Drive at the future intersection of S.W. Moody Avenue.

Mr. Adams said the agreement with the City of Portland and the Portland Development Commission outlined the improvements in Phase 1 of the South Waterfront Project as follows:

Harbor Drive Relocation: five lanes; two in each direction, one left-turn lane.

Demolition: Harbor Way from S.W. Sheridan to S.W. Montgomery; the Kelly Street ramp, and portions of Southbound Harbor Drive, including the tunnel.

Mr. Bothman was concerned about traffic flow and congestion at the future intersection of S.W. Lincoln Street, which is planned for this project. Mr. Adams said that can be negotiated with the Portland Development Commission when the intersection is constructed.

Mr. Bothman recommended approving the agreement, with the understanding that the future intersection at Lincoln Street will be safe when constructed.

Mr. Adams explained that the Portland Development Commission will provide the funding for the engineering design, materials testing, construction inspection and all proposed capital improvements.

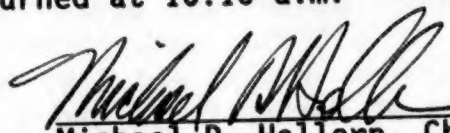
Commissioner Bolender, who was unable to participate in the meeting, had called his vote in prior to the telephone meeting. His vote was that he approved of the project; however, he had not been advised of the cost. He requested that the record show his approval of the project, subject to the cost of the project.

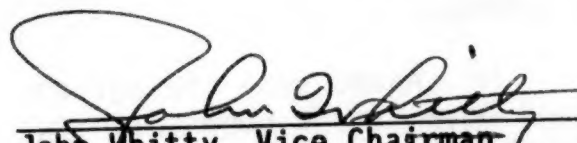
Commissioner Ford moved for approval of the agreement as presented. The motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the agreement on their behalf.

Mr. Forbes asked for the Chairman's acceptance of six projects at the June 22, 1989, bid opening. These were projects that needed further evaluation by the staff. He said his recommendations had been mailed to the Commission previously. Chairman Hollern accepted his recommendation as outlined in Mr. Forbes' letter of July 3. (See Chairman Hollern's confirmation report.)

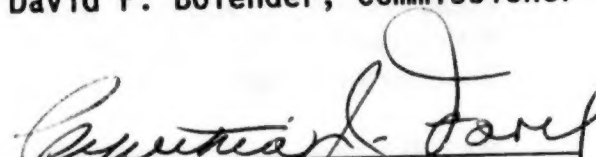
Commissioner Duvall asked for a written summary of the Legislature's actions on the transportation bills. Chairman Hollern mentioned that the Governor will have a signing ceremony in his office on July 27 for all the transportation bills.

The telephone meeting adjourned at 10:10 a.m.

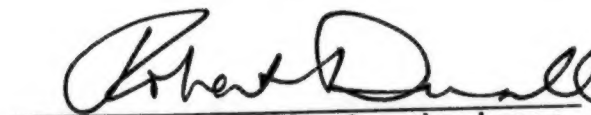

Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Inar Neavell
Commission Services


Robert F. Duvall, Commissioner

July 10, 1989

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MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION
MEETINGS OF
JULY 24 AND 25, 1989

COVERING THE
DINNER
AGENDA REVIEW
FORMAL MEETING
SELECT COMMITTEE ON BOARDS AND COMMISSIONS
TOUR

IN
PORTLAND, OREGON

On July 24, 1989, at 7 p.m., the Oregon Transportation Commission had dinner at the Pittock Mansion, 3229 N. W. Pittock Drive, Portland, with the WASHTO Committee on Boards and Commissions. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) The dinner was attended by the following Commission members from Oregon:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert F. Duvall, Member

There were no staff members present. In addition to the Oregon Commission members, there were approximately 29 members of Boards and Commissions from other States in attendance. There was no formal program or discussion following the dinner.

At 7:30 a.m., July 25, 1989, in the Sellwood Room of The Red Lion Lloyd Center, 1000 N. E. Multnomah, Portland, the Oregon Transportation Commission met to review the agenda for the formal meeting. (Notice of the review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert F. Duvall, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
John Elliott, Public Affairs Director
Victor Dodier, representing the Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Donald E. Forbes, State Highway Engineer
Don Adams, Region I Engineer
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

Mr. Bothman and Mr. Forbes briefly discussed the following items to be presented to the Commission at the formal meeting:

- 1) Tour of Lawnfield Maintenance Site
- 2) Request to use Immediate Opportunity Funds for a project to improve 181st Avenue and Sandy Boulevard.
- 3) E-Board request covering the Parks' Commission expense.

(Continued on next page)

- 4) Supplemental agreement with Tri-Met concerning the Westside Light Rail Transit/Highway Project.
- 5) Delegation regarding screening of freeway overpasses. (See formal meeting minutes for discussion and Commission action.)

Chairman Hollern mentioned that the gender on the signs along the Marquam Bridge in Portland reading "Do Not Throw - Men Below" needs to be changed.

Chairman Hollern briefed the Commission on the questions to be discussed at the Select Committee on Boards and Commissions. (See minutes for the questions discussed.)

The agenda review adjourned at 8:15 a.m.

At 8:30 a.m., July 25, 1989, the Oregon Transportation Commission held its regular monthly meeting in the Broadway Room of The Red Lion Lloyd Center, 1000 N. E. Multnomah, Portland. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
 John Whitty, Vice Chairman
 David F. Bolender, Member
 Robert F. Duvall, Member
 Cynthia J. Ford, Member
 Robert N. Bothman, Director of Transportation
 Gary Potter, Deputy Director of Transportation
 John Elliott, Public Affairs Director
 David P. Moomaw, Administrator of Motor Vehicles Division
 David Talbot, Administrator of Parks and Recreation Division
 Paul Burket, Administrator of Aeronautics Division
 Victor Dodier, representing the Public Transit Division
 Donald E. Forbes, State Highway Engineer
 James J. Gix, Region 3 Engineer
 Al Steger, representing the Federal Highway Administration
 Judy Peterson, Manager of Administrative Services
 Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern opened the meeting by saying this was the first formal Commission meeting to be held as a part of the Western Association of State Highway and Transportation Officials (WASHTO) Conference.

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

1) Minutes of the following meetings:

- A) June 19 and 20, 1989.
- B) Telephone meeting of June 27, 1989.
- C) Telephone meeting of July 10, 1989.

2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2812" in Commission's files, Salem.)

3) Adopted administrative rules regarding repeated violation of maximum weight limitations on State highways.

These rules are being implemented at the direction of the 1987 Legislature. The State Highway Engineer made the following findings and declarations in support of the permanent adoption of these rules:

- A) A vehicle that exceeds the maximum weight laws endangers the health, safety, and welfare of the persons traveling the highways in that:
 - 1) Overloaded trucks are unsafe for operation on the public highways;
 - 2) Overloaded trucks cause rapid destruction of the highway road surfaces.
- B) Repeated violation of the maximum weight limits demonstrates disregard for the safety of all persons traveling the highways of this State.
- C) Adoption of these rules will help insure a competitive marketplace for the trucking industry, free of unfair, and illegal operating practices.

The proposed rules were published in the May 15, 1989, Administrative Rule Bulletin. No comments or requests for a hearing were received. (See Permit Administrative Rule No. 59 in Commission's files, Salem, adopting OAR 734-81-005 through OAR 734-81-050. The permanent rule will be filed with the Secretary of State and effective that date. It will also be published in their Administrative Rule Bulletin.)

(Continued on next page)

- 4) Appointed Rita Furnanz to the Winter Recreation Advisory Committee.

Reappointed Keith Petrie, Regina Gregory and Roger Schmidt to the Winter Recreation Advisory Committee.

All appointments are four-year terms beginning July 1, 1989, through June 30, 1993.

- 5) Survey maps and adopted resolutions covering the following locations:

a) Rogue River Bridge-Gold Beach Section, Oregon Coast Highway, Curry County. ("Highway Corridor and Design Resolution No. 487" in Commission's files, Salem.)

b) Digger Creek Bridge Section, Alsea Highway, Lincoln and Benton Counties. ("Highway Corridor and Design Resolution No. 488" in Commission's files, Salem.)

- 6) Authorized payment of 1988-89 membership dues in the amount of \$8,971.94 in the International Association of Motor Vehicle Administrators.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Deputy Director
State Highway Engineer
Right of Way Manager
Parks Administrator
Public Transit Administrator
Motor Vehicles Administrator
Assistant Attorney General

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H

The Commission unanimously confirmed their next meeting date of August 15, 1989, by telephone at 10 a.m. The Commission also confirmed their following meeting in John Day as September 18 and 19, 1989.

Mr. Bothman recognized the reappointment of Chairman Hollern and Vice Chairman Whitty to the Transportation Commission for four-year terms. Their terms will expire on June 30, 1993. He mentioned that confirmation by the Senate is pending; however, both are on active duty until the Senate confirms or denies the reappointment.

July 25, 1989

Mr. Bothman summarized the transportation finance package approved by the Legislature. He mentioned the Governor will hold a special bill signing ceremony in the Governor's Ceremonial Office in the Capitol on July 27 at 10 a.m. He said the battery and tire tax did not pass but a video tax for transit was enacted by the Legislature. A summary of the transportation funding package as passed by the Legislature follows:

HB 3447

Increases Oregon's vehicle registration fee by 50 percent to \$15 per year for most vehicles beginning Jan. 1, 1990. Increases fuels tax by two cents per gallon on Jan. 1, 1991. The total state fuels tax will be 20 cents per gallon on that date.

Weight-mile taxes for truckers will increase 2.6 percent to recoup taxes incurred on Jan. 1, 1991 but not paid before Jan. 1, 1992. Also increases the weight-mile tax by an additional 10 percent for the corresponding increase in fuels taxes beginning Jan 1, 1992.

Changes the formula for allocation of fuels tax, weight-mile tax, truckload fines and registration fee revenue. Effective Jan. 1, 1990, the state share will be 60.05 percent, counties will receive 24.38 percent and 15.57 percent will go to cities.

Appropriates State Highway Fund revenue for use on streets of small cities beginning Jan. 1, 1991. Requires ODOT to evaluate the revenue impact of HB 2737 and to report recommendations to the 1991 Legislature.

SJR 12

Amends the Oregon constitution to allow counties and transportation districts to use local vehicle registration fees for something other than highways. Subject to voter approval in Oregon's May 1990 primary election.

HB 3446

Allows counties and certain special districts to impose a vehicle registration fee. Local registration fees may not exceed the state vehicle registration fee, and must be approved by voters.

(Continued on next page)

HB 3209

Increases the state cigarette tax dedicated to the Elderly and Disabled Special Transportation Fund from one cent to two cents beginning October 1989. Permits a minimum annual distribution to counties or districts and establishes a discretionary account to which they may apply for additional funds.

HB 3056

Extends the scope of the existing Transit Acquisition Fund to create a Transit Acquisition and Construction Fund. Allows the fund to be used to purchase equipment and real estate, and for facility construction for public transportation purposes. Funding would come, in part, from revenue generated by HB 3262 creating a state lottery video games account.

SB 475

Creates a Regional Light Rail Extension Construction Fund as the source of state matching money for light rail projects in the Portland metropolitan area. Sets criteria for the release of funds: 1) State and local approval for projects; 2) Total financing package must be in place; 3) Tri-Met contribution equal to state fund share; 4) Project must be on JPACT regional priority list. Funding would come, in part, from revenue generated by HB 3262 creating a state lottery video games account.

SB 476

Allows Tri-Met to levy payroll taxes against state and most local governments. Phases in the tax over a five-year period. Exempts the state from the tax as long as the state continues to make voluntary payments equal to 0.6 percent of state payroll. Exempts schools, non-profit organizations and community colleges. Tri-Met must submit a study to the next Legislature detailing how schools may provide financial support to area mass transit.

. . .

Several other bills passed by the 1989 Legislature in addition to the main funding package also will affect Oregon's transportation programs. They are:

HB 2710

Permits mass transit districts to enter into lease/purchase agreements financed by any funds available to the transit districts, including operating and tax revenues or grants.

(Continued on next page)

HB 3262

Establishes a Video Games Account. Authorizes the Lottery Commission to initiate games using video devices. Depending on the revenue available in the account, proceeds will be distributed in the following order: 1) \$12.5 million for Higher Education salaries; 2) \$5 million for Regional Light Rail Extension Construction Fund; 3) \$12.5 million for Higher Education Salaries; and 4) \$5 million for the Transit Acquisition and Construction Fund.

HB 2068

Provides for transfer to the Aeronautics Division account of unrefunded taxes paid for motor vehicle fuel used in aircraft.

SB 5570

Appropriated nearly \$1 million for improvements at Aurora, Bandon and Siletz Bay State Airports.

Several bills were approved by the 1989 Legislature that will affect Oregon's trucking industry. They include:

SB 90

Makes the Public Utility Commission the central location where truckers can satisfy all registration and taxation requirements, beginning Feb 1, 1990.

HB 2085

Revises the registration fee system for heavy vehicles. Beginning Jan 1, 1990, fees for all power units will be based on the combined gross weight. Heavy trailers will be permanently registered by a one-time \$10 fee. The bill is designed not to affect the total registration fees paid by the motor carrier industry.

HB 2737

Revenue-neutral revision of Oregon's weight-mile tax system applied to Oregon's trucking industry. Restructures and revises the tax system for trucks weighing less than 26,000 pounds and for trucks weighing more than 80,000 pounds. Implements an axle-weight mileage tax for trucks over 80,000 pounds gross weight. The revisions are designed to accurately reflect the cost responsibility within the trucking industry for road use.

In the area of legislative budget appropriations, Oregon's local governments will get some help with covered bridges in this biennium:

- Parks and Recreation was appropriated \$320,000 in state lottery funds to help local governments preserve historic covered bridges that have been closed to traffic.

- Plus, the Highway Division will help by matching local government expenditures with \$158,000 for covered bridges still open to traffic.

Mr. Bothman summarized the transportation finance package approved by the Legislature. He mentioned the Governor will hold a special bill signing ceremony in the Governor's Ceremonial Office in the Capitol on July 27 at 10 a.m. He said the battery and tire tax did not pass but a video tax for transit was enacted by the Legislature. A summary of the transportation funding package as passed by the Legislature follows:

Mr. Bothman requested approval to use of Immediate Opportunity Funds for a project to improve 181st Avenue and Sandy Boulevard. He said these funds will be part of a large public infrastructure improvement to be undertaken by the City of Gresham, Multnomah County, U.S. Bancorp, and the Department. He explained that based on the improvements, U.S. Bancorp is willing to locate a \$30 million data processing center in Gresham. The 52-acre site is located west of the intersection of 181st and Sandy north of Interstate 84. The center will keep 1,000 employees from leaving the State and in time will create an additional 500 positions. He described the infrastructure investment as follows:

Dept. of Transportation	181st improvements, Sandy Blvd. improvements, turn signals, intersection signals	\$ 480,000
Multnomah County	181st & signal intersection improvements	\$ 150,000
Gresham	Water line capacity increase	\$ 185,000
	Sewer line capacity increase	\$ 228,000
U.S. Bancorp	Water line to serve develop- ment.	\$ 100,000
	Sewer line, pump station, force main to serve develop- ment.	\$ 285,000
TOTAL		<u>\$1,428,000</u>

Mr. Bothman said the Economic Development Department has determined that this project meets the criteria for the fund. Commissioner Duvall moved for approval of the project. Commissioner Bolender abstained from voting since he is Director of U.S. Bank. The motion carried unanimously by Commissioners Hollern, Whitty and Ford. The Commission also authorized the Director to sign the necessary agreement with Multnomah County, City of Gresham, and U.S. Bancorp.

Mr. Potter told the Commission that 488 delegates had registered for the WASHTO '89 Convention. There were also 300 guests and 121 children included for a total of 909 participants.

Mr. Potter asked Sandy Coslow and Sandy Stafford to update the Commission on the progress of the child care proposal. He mentioned that the staff will be back to the Commission in August for their approval to appear before the Emergency Board concerning the financial proposal.

July 25, 1989

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Mrs. Stafford reported that the bids to remodel the former Governor's home on Winter Street were higher than projected because the project was scheduled during the construction season and few contractors were able to meet the short time line. This will delay the opening of the preschool/kindergarten site until late 1989 or early 1990.

Mrs. Stafford also mentioned that the contract for the infant center to be located at 1133 Chemeketa Street is close to being finalized. She said a Parent Advisory Board has been established and the bylaws have been written. She closed by saying they will continue to pursue the partnership effort through the community college, other agencies, and the private sector.

Virlena Crosley and Rosalyn Shirack reviewed the State revenues for the Highway, Parks, Aeronautics and Public Transit Divisions for the 1987-89 biennium, excluding Federal and General Funds. (Copy of report in Commission's files, Salem.) Their presentation is summarized as follows:

- 1) Highway Division revenues were 11% above the budgeted level. Funds will be applied to the Six-Year Highway Improvement Program projects.
- 2) Parks Division revenues were 18% above its projected level. Parks programs will rely less on General Funds.
- 3) Aeronautics Division collected 6% below projected revenues because aviation fuel taxes and aircraft registration fees were below projected levels.
- 4) Public Transit Division was 5% below projected levels.

Mr. Potter recalled that at the May meeting the Commission granted authority to the Director to sign necessary contracts for the restoration of the rail service to Burns in Harney County. He said the Commission at that time had a concern about the State's liability in the project. He said the liability concern has been alleviated due to the following facts:

- 1) The Wyoming-Colorado Railroad will post a surety bond to cover the cost of any potential payback.
- 2) The State will have a lien on the assets of the Railroad should it be abandoned and not able to fulfill the 18-month operational requirement.
- 3) The State's tort liability limitations will be applicable.

Mr. Potter said Mr. Bothman will be signing agreements with the U.S. Army Corps of Engineers, Wyoming-Colorado Railroad, and the Economic Development Department covering this project.

Victor Dodier representing the Public Transit Division advised the Commission that an estimated \$10 million in revenue may be generated for the Regional Light Rail Extension Construction Fund and for the Transit Acquisition and Construction Fund by the establishment of a video lottery (House Bill 3262). Funds from this account will also be distributed to the Department of Higher Education.

Bob Bennett of the Motor Vehicles Division requested approval of a personal services contract with Ted Aho for data processing programming support in the amount of \$65,100 which is needed to implement the new Federal Commercial Driver License Program. He said the Legislature recently enacted House Bill 2148, which established the commercial licensing program, allowing Oregon to be in compliance with the Federal Commercial Vehicle Safety Act of 1986. He explained that extensive software changes must be made to the existing field office system to accommodate the Program. The work must be accomplished as soon as possible to support the implementation date of April 2, 1990. Vice Chairman Whitty moved for approval of the contract. The motion carried unanimously by the Commission. The Administrator of Motor Vehicles was authorized to sign the contract on their behalf.

Russ Graham, Assistant Administrator of the Motor Vehicles Division's Field Services Branch, requested the Commission's approval of a proposed site for relocating the Bend Field Office. Chairman Hollern withdrew from the discussion and voting due to a possible conflict of interest. He turned the meeting over to Vice Chairman Whitty.

Mr. Graham referred to written documentation dated July 14, 1989, submitted to the Commission concerning the selection process and criteria. (Copy in Commission's files, Salem.) He said the existing facility in Bend was located over ten years ago and changes have occurred in the Bend area, as well as the way the Division delivers services. He said the Shevlin Center situated between Division Street and Century Drive and just minutes from downtown Bend is the preferred site. This location affords better on-site traffic flow, better accessibility from arterials, multiple ingress and egress options, more on-site parking, and less expensive by approximately \$51,000 over the life of the lease. Commissioner Duvall moved for approval of the site at the Shevlin Center. The motion carried unanimously by Commissioners Whitty, Ford and Bolender.

Mr. Burket told the Commission about key aviation programs scheduled for 1989-91. He said the Division has a \$3.3 million budget for the two-year period. The four areas in which the funds will be spent are: \$1 million for capital construction on airport improvements; about \$700,000 for maintenance and operations of the 35 State-owned airports; about \$450,000 for system and airport planning; and financial and technical assistance to the municipally-owned airports.

Mr. Burket said the major legislation passed was House Bill 2068, which provides for transfer to the Aeronautics Division account of unrefunded taxes paid for motor vehicle fuel used in aircraft.

Mr. Talbot referred to a written letter he sent to the Commission dated July 12, 1989, outlining the major bills affecting State Parks. (Copy in Commission's files.)

Mr. Talbot said the major bill passed was House Bill 2704, that removed the Parks Division from the Department of Transportation and created the Parks and Recreation Department to be directed by a seven-member Commission. The bill will become effective January 1, 1990.

Mr. Talbot mentioned that when House Bill 2704 passed the Legislature funds were not allocated to cover the costs associated with the seven-member Parks Commission to be appointed by the Governor. He requested approval to go before the August Emergency Board to ask for authorization to establish one full-time employee, a management assistant position, and to increase the expenditure limitation to cover the personnel and Commission-related expenses at a cost of \$41,763. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Forbes requested authorization to enter into a flexible services contract with a consultant for environmental services in the amount of \$250,000. He explained that existing staff levels are not sufficient to perform the required project development work within the established time frames. He said the proposed project is a biennial contract, with an option to renew in the second year, for all types of environmental work as required on a project-by-project basis. He requested authority to proceed with the selection of the consultant. Vice Chairman Whitty moved for approval of the contract and the motion carried unanimously by the Commission. The State Highway Engineer was also authorized to sign the necessary contract.

Mr. Forbes requested adding the following construction and development projects to the current Six-Year Highway Improvement Program as follows:

SECTION: Cannon Beach Junction Landscaping
HIGHWAY: Oregon Coast (US101)
COUNTY: Clatsop
PROGRAM YR.: 1989
FUNDING: Demonstration

	<u>Authorized</u>	<u>Estimate</u>	<u>Request</u>
PE:	\$ -	\$ 14,000	\$ 14,000
R/W:	\$ -	\$ -	\$ -
Construction:	\$ -	\$100,000	\$100,000
Total:	\$ -	\$114,000	\$114,000

Region has requested the addition of this landscaping project to the current construction program. The intention is twofold. The first is to improve the appearance of this entrance to the Oregon Coast. The second is to use the project as a test area for landscaping concepts that could be used for the parkways on the Oregon Coast Highway. The funding would come from Federal Funds.

(Continued on next page)

SECTION: Spencer Creek Bridge #6510
 HIGHWAY: Oregon Coast (US101)
 COUNTY: Lincoln
 PROGRAM YR.: 1989
 FUNDING: State Maintenance

	<u>Authorized</u>	<u>Estimate</u>	<u>Request</u>
PE:	\$ -	\$ 35,000	\$ 35,000
R/W:	\$ -	\$ -	\$ -
Construction:	\$ -	\$260,000	\$260,000
Total:	\$ -	\$295,000	\$295,000

This structure was constructed in 1947 and, due to the coastal environment, is in need of extensive repair. The concrete is spalling and the railing is substandard. This project would replace the railings, repair the spalled concrete, and add cathodic protection. Maintenance funds for this purpose are included in the 1989-1991 budget.

SECTION: Cape Creek Bridge #1113-D
 HIGHWAY: Oregon Coast (US101)
 COUNTY: Lane
 PROGRAM YR.: 1989
 FUNDING: State Maintenance

	<u>Authorized</u>	<u>Estimate</u>	<u>Request</u>
PE:	\$127,000	\$ 127,000	\$ 127,000
R/W:	\$ -	\$ -	\$ -
Construction:	\$770,000	\$2,100,000	\$2,100,000
Total:	\$897,000	\$2,227,000	\$2,227,000

This structure is in need of extensive repair beyond that planned for when this project was added to the Six-Year Highway Improvement Program. This project would replace the railings, repair the spalled concrete, and add cathodic protection. Maintenance funds for this purpose are included in the 1989-1991 budget.

SECTION: Hayesville-Battle Creek (Phase 3)
 HIGHWAY: Pacific (I-5)
 COUNTY: Marion
 PROGRAM YR.: 1989
 FUNDING: Federal Right-of-Way Revolving Funds

	<u>Authorized</u>	<u>Estimate</u>	<u>Request</u>
R/W:	\$ -	\$90,000	\$90,000

Two undeveloped properties required for reconstruction at the Hayesville Interchange are currently on the market. Approval of right-of-way acquisition at this time will provide the necessary property at the least cost to the public. Funds for this project are available.

Commissioner Bolender moved for adding the projects to the Program. The motion carried unanimously by the Commission. The State Highway Engineer was authorized to sign the necessary agreements.

July 25, 1989

Mr. Forbes introduced the 1989 3-E winners as Larry Olson, Region 1 Utilities Specialist, and Jim Huddleston, Pavement Design Specialist from the Roadway Design Section, for their contributions to economy, excellence, and efficiency. The Commission congratulated both employees.

Upon Mr. Forbes' recommendation, Commissioner Bolender moved for an increase in the project authorization on Contract No. 10,761 for the District 5 Overlay Project in Lane County in the amount of \$192,050 (27.1 percent increase). Mr. Forbes said the bid was less than anticipated; therefore, an additional 6.2 miles of roadway could be paved. The motion carried unanimously by the Commission.

Mr. Forbes requested authorization to enter into a supplemental interagency agreement with Tri-Met for joint environmental documents of the Westside Light Rail Transit/Highway Project on the Sunset Highway/Highway 217. He said this supplement adds \$180,000 to the original Tri-Met agreement, combines Tri-Met's and Highway's environmental impact statements, and imposes a set of conditions which phase the amount of participation to progress points toward completing the final environmental impact statement. The environmental impact statement for the Westside Light Rail Transit Project would include two highway projects between the Sylvan Interchange and Vista Ridge Tunnel and any other anticipated highway improvements extending to Beaverton. Vice Chairman Whitty moved for approval of the supplemental agreement. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the agreement on behalf of the Commission.

John Paape, Portland, asked the Commission to reconsider their direction to the Highway Division to install screening of overpasses on freeways. His presentation is summarized as follows:

- 1) He felt the fences do not prevent objects from being thrown over them.
- 2) The \$400,000 that has been allocated for the two-year set of projects does not appear to be cost effective.
- 3) The chain link fence does not create a positive image for tourists.

Specifically, Mr. Paape spoke concerning the screening of the Terwilliger Overpass. He volunteered his time to work with the staff regarding overpasses to reduce the number of incidents that have occurred. Mr. Paape suggested waiting until a high risk overpass is identified and to install the fence only when necessary.

Mr. Forbes explained that the chain link fence should stop the large objects that do catastrophic damage. He said every new overcrossing is being reevaluated based on certain criteria to see if it should be screened. He said the plan is to construct nine fences on overpasses this year, seven next year, and to install lighting on two overpasses. At the end of the first year, the staff will reevaluate and provide the Commission with additional recommendations.

Chairman Hollern asked the staff to reconsider the Terwilliger Boulevard Overpass Screening Project, due to its length.

There being no further business to consider, Chairman Hollern adjourned the meeting at 9:45 a.m.

At 10 a.m., July 25, 1989, the Transportation Commission met in the Broadway Room of The Red Lion Lloyd Center, Portland, for a meeting of the WASHTO Select Committee on Boards and Commissions. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present from Oregon were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert F. Duvall, Member
Robert N. Bothman, Director of Transportation
James Gix, Region 3 Engineer
Dale Allen, Region 4 Engineer
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons and Commissioners present from the various WASHTO States.

Chairman Hollern explained how the major, comprehensive funding package for Oregon was initiated and recently passed by the Legislature. He mentioned the Regional Transportation Priorities Committee, JPACT Committee, regional funding for the Portland projects, private sector involvement, Transportation 2000, and the Commission's involvement in lobbying and working with the Legislature.

The Oregon Transportation Commission members as panelists and the various other WASHTO States discussed the following questions:

- 1) What is the proper role of Commissioners in the political process? Particularly in regard to legislative, fund raising, and similar duties inappropriate for paid staff members.
- 2) What is the proper role of Commissioners in management of agencies? To what extent do and should they be involved? Items discussed were policy decisions vs. day-to-day operations, strategic planning, Department goals, staffing, and performance appraisals of the Commission, Director, and the organization.
- 3) What is the Commission's role in dealing with local officials? Items discussed were sharing of the gas tax, local officials establishing priorities for highway construction projects, public opinion survey, telephone calls to Commission from the general public, amount of time spent by Commission on transportation-related activities, per diem, and helping the public interface with State Government.

Homer Bruton, Colorado Department of Highways, mentioned that his State has a Telephone Hotline 1-800 number in which the public can call and receive a response within 24 hours. Representatives from Wyoming and Colorado each mentioned that the Commission members have FAX machines in their homes.

Chairman Hollern also explained how the Oregon Transportation Commission meets out of Salem about four times a year with local officials for their formal meeting.

The meeting concluded at 11:15 a.m.

At 1 p.m., July 25, 1989, the Oregon Transportation Commission toured the Lawnfield Maintenance Site. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.) On the tour were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Robert Sandmann, Region 1 Maintenance Engineer
Fran Neavoll, Commission Services

Prior to the Lawnfield Maintenance Site, the Commission viewed the Milwaukie Maintenance Station and the Ambler Road Storage Site.

At the Lawnfield Maintenance Facility, Mr. Adams handed the Commission an economic analysis of the development dated July 6, 1989. (Copy in Commission's files, Salem.)

Mr. Adams discussed with the Commission the following items:

- 1) Costs and savings if the Lawnfield Facility was developed and if it was not developed;
- 2) Income from property sales; and
- 3) Operating savings from Lawnfield development.

Mr. Adams outlined the operating annual savings as follows:

<u>Item</u>	<u>Annual Savings</u>
Inventory Consolidation:	
Annual Operating Efficiencies	\$ 70,000
Stock Reduction (\$215,000 annualized)	28,000
Conversion of travel time to productive time (8.25 FTE)	500,000
Improved Security and Storage	20,000
Improved Equipment Service, Repair Efficiencies, and Extended Equipment Life	323,000
TOTAL SAVINGS	\$ 941,000

Mr. Adams discussed the "No-Build" Option and the Development Option as follows:

"NO-BUILD" OPTION

Cost of "No-Build" - Remodel Existing Facilities	\$3.7 mill.
Less Sale of Lawnfield Property	\$1.2 mill.
Net Cost	\$2.5 mill.
Annualized Cost (10 years @ 5%)	\$ 324,000
Annual Operating Savings	- 0 -

Indirect Benefits (not included in analysis):
- Annual Local Government Tax Revenue from Lawnfield Property \$ 30,000

DEVELOPMENT OPTION

Cost of Lawnfield Purchase and Development	\$6.7 mill.
Less Sale of Property	\$1.2 mill.
Net Cost	\$5.5 mill.
Annualized cost (10 years @ 5%)	\$ 712,300
Annual Operating Savings	\$ 941,000
Benefit-Cost Ratio	1.3 : 1

Indirect Benefits (not included in analysis):	
- Annual Local Government Tax Revenue	\$ 30,000
- Annual Reduced Delay Time for Motorists	44,000
	\$ 74,000
TOTAL	

The Commission was also handed the revised final design cost estimate of the facility prepared by the consultant. (Copy in Commission's files, Salem.)

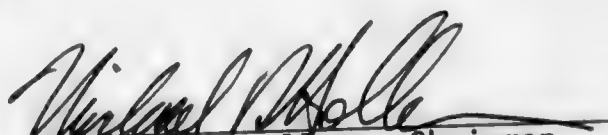
Mr. Adams said this facility is the keystone element in the Region 1 future plans. He said these plans address operations in a tight economy with a reduced budget, but still respond to the expectation of the motorists for increased service.

Commissioner Bolender said he would like to study this economic analysis further. Mr. Adams said this matter will be brought back to the Commission for their consideration at a later meeting.


July 25, 1989

The Commission also viewed at the Lawnfield Maintenance Facility a crew of workers that were recycling and sorting litter found along the highway right of way. It was explained this was an excellent way to determine the source of the litter. As a result of this determination, the Region will work with the industry in hopes of reducing the roadside litter.

The tour concluded at 3:15 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner

absent
Cynthia J. Ford, Commissioner


Commission Services

absent
Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 7/25/89

TO: Oregon Transportation Commission

SUBJECT: ~~Report of Action Taken Under Delegated Authority~~

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Agreement with Jackson County and the City of Medford to exchange approximately 2 miles of the present alignment of the Jacksonville Highway for approximately 2 miles of Ross Lane and McAndrews Road. The current route of the highway portion is urbanized and serves the local population. The new route would better serve the needs of the motoring public.

Jackson County also agrees to fund the design of a proposed new alignment of McAndrews Road from North Ross Lane to a new junction with the Jacksonville Highway up to \$150,000. (Authorize State Highway Engineer to sign agreement.)

Dated this 31st day of May, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

05-24-89

APPROVED


STATE HIGHWAY ENGINEER

5/24/89

EXHIBIT A
MINUTES OF 7/25/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Delta Park-Marquam Bridge Section (Contract No. 10,767)
Type of Work Gr., Pave, Str., Sign, F.A. Proj. No. IR-5-6(135)301 &
Illum., Signals & HES-9631(9)
Landscaping

County Multnomah Highway Pacific
No. of Bidders 5 Low Bidder Wildish Standard Paving Co., Eugene, OR
Low Bid \$ 9,018,604.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Leduc Construction Inc., Woodinville, WA \$ 9,539,407.00
3rd Bidder: David A. Mowat Company, Bellevue, WA \$ 9,763,520.10

No. 2 Project Columbia River (Interstate) Bridge
Type of Work _____ F.A. Proj. No. IR-5-6(136)307
County Multnomah/Clark, WA Highway Pacific
No. of Bidders _____ Low Bidder _____
Low Bid \$ _____

Engineer's Recommendation: POSTPONED TO JUNE 1, 1989

2nd Bidder:
3rd Bidder:

No. 3 Project Region 2 Recycle Project (Contract No. 10,769)
Type of Work Paving F.A. Proj. No. State
County Various Highway Kings Valley & Yamhill/Newberg Highways
No. of Bidders 1 Low Bidder Valentine Surfacing Co., McMinnville, OR
Low Bid \$ 452,925.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: None
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date June 2, 1989

EXHIBIT A
MINUTES OF 7/25/89

No. 4 Project Passing Lanes Section
Type of Work Grading, Paving & Signing F.A. Proj. No. State (Contract No. 10,770)
County Deschutes & Klamath Highway McKenzie-Bend & The Dalles-California Highways
No. of Bidders 2 Low Bidder R. L. Coats, Bend, OR
Low Bid \$2,603,415.00
Engineer's Recommendation: Award to low responsive bidder.
2nd Bidder: J. C. Compton Contractor, Inc., McMinnville \$3,208,343.00
3rd Bidder: None

No. 5 Project U. S. 97-Brosterhous (Bend) (Contract No. 10,771)
Type of Work Paving F.A. Proj. No. M-0000(88)
County Deschutes Highway Division Street
No. of Bidders 2 Low Bidder Bend Aggregate & Paving Co., Bend, OR
Low Bid \$ 142,515.00
Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA and the City of Bend and receipt of deposit by the City.
2nd Bidder: R. L. Coats, Bend, OR \$ 191,380.00
3rd Bidder: None

No. 6 Project Tyee Curve Section (Contract No. 10,772)
Type of Work Grading, Paving & Signing F.A. Proj. No. F-54(4)
County Douglas Highway Elkton-Sutherlin
No. of Bidders 5 Low Bidder Johnson Rock Products, Inc., North Bend, OR
Low Bid \$ 467,562.54
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.
2nd Bidder: Bracelin Yeager Excavating & Trucking Inc., Coos Bay, OR \$ 531,239.95
3rd Bidder: Elting, Incorporated, Clackamas, OR \$ 558,077.50

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date June 2, 1989

EXHIBIT A
MINUTES OF 7/25/89

No. 7 Project Bly-Paradise Creek Road (Contract No. 10,773)
Type of Work Grading & Paving F.A. Proj. No. State
County Klamath Highway Klamath Falls-Lakeview
No. of Bidders 4 Low Bidder Blaze Construction, Inc., Yakima, WA
Low Bid \$ 485,867.57

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: James M. Ellett Construction Co., Inc., The Dalles, OR \$ 628,843.00
3rd Bidder: Fabricators, Incorporated, Salem, OR \$ 657,700.00

No. 8 Project Paisley and Adel Rock Production (Contract No. 10,774)
Type of Work Rock Production F.A. Proj. No. State
County Lake Highway Fremont & Warner Highways
No. of Bidders 3 Low Bidder Harney Rock and Paving Company, Hines, OR
Low Bid \$ 298,102.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Oakridge Sand & Gravel, Inc., Oakridge, OR \$ 318,750.00
3rd Bidder: James M. Ellett Construction Co., Inc., The Dalles, OR \$ 361,685.00

No. 9 Project Butler Bridge
Type of Work Grading, Paving & Structure F.A. Proj. No. RS-A525(5)
County Lincoln Highway Butler Bridge Road (County)
No. of Bidders 2 Low Bidder Hamilton Construction Co. (Oregon),
Springfield, OR
Low Bid \$ 509,611.00

Engineer's Recommendation: PENDING.

2nd Bidder: Stach Construction Co., Inc. & Stach Equipment, Inc., AJV
Grants Pass, OR \$ 558,650.00
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date June 2, 1989

EXHIBIT A
MINUTES OF 7/25/89

No. 10 Project Aurora-Grimm Road Section (Contract No. 10,776)
Type of Work Bikeway & Signing F.A. Proj. No. State
County Marion Highway Pacific Highway East
No. of Bidders 5 Low Bidder Morse Bros., Inc., Lebanon, OR
Low Bid \$ 152,029.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: D & D Paving Co., Salem, OR \$ 158,118.22
3rd Bidder: River Bend Sand & Gravel Co. dba Salem Road & Driveway, Salem, OR \$ 162,165.00

No. 11 Project Little North Fork Road-M.P. 25 (Contract No. 10,777)
Type of Work Grading, Paving, Structure Widening F.A. Proj. No. State
County Marion Highway North Santiam
No. of Bidders 5 Low Bidder F. E. Ward, Inc., Vancouver, WA
Low Bid \$ 2,358,758.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Holm II, Inc. & North Santiam Paving Co., AJV, Stayton, OR \$2,506,520.25
3rd Bidder: Hamilton Construction Co. (Oregon), Springfield, OR \$2,551,728.00

No. 12 Project Fort Hill-Wallace Bridge (Contract No. 10,778)
Type of Work Grading, Paving & Signing F.A. Proj. No. State
County Polk Highway Salmon River
No. of Bidders 3 Low Bidder Morse Bros., Inc., Lebanon, OR
Low Bid \$ 749,749.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Kizer Excavating Company, McMinnville, OR \$ 872,513.95
3rd Bidder: North Santiam Paving Co., Stayton, OR \$ 925,835.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date June 2, 1989

EXHIBIT A
MINUTES OF 7/25/89

No. 13 Project Spring Valley Creek Bridge (Contract No. 10,779)
Type of Work Grading, Paving & Structure F.A. Proj. No. BRF-F-73(7)
County Polk Highway Salem-Dayton
No. of Bidders 4 Low Bidder Holm II, Inc., Stayton, OR
Low Bid \$ 562,225.20

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Stach Construction Co., Inc. & Stach Equipment, Inc. AJV
Grants Pass, OR \$ 620,425.00
3rd Bidder: Ross Bros. Construction, Inc., Salem, OR \$ 786,330.00

No. 14 Project Frog Lake-M.P. 83.0 Section (Contract No. 10,780)
Type of Work Grading, Paving & Signing F.A. Proj. No. State
County Wasco Highway Warm Springs
No. of Bidders 4 Low Bidder Kiewit Pacific Co., Vancouver, WA
Low Bid \$ 4,259,479.60

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Fabricators, Incorporated, Salem, OR \$4,265,034.55
3rd Bidder: Babler Bros., Inc., Portland, OR \$4,368,022.00

No. 15 Project Scholls Highway at Hall Boulevard (Beaverton) Section (Contract No. 10,781)
Type of Work Grading, Paving, Wall & Signals F.A. Proj. No. IX-9234(14)
County Washington Highway Scholls
No. of Bidders 6 Low Bidder White Construction Co., Lake Oswego, OR
Low Bid \$ 809,429.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: Oregon Asphaltic Paving Company, Portland, OR \$ 849,994.50
3rd Bidder: Roy L. Hough Construction Company, Salem, OR \$ 851,014.50

On June 2, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received May 25, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 6, 13 and 15 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 21 day of June, 1989

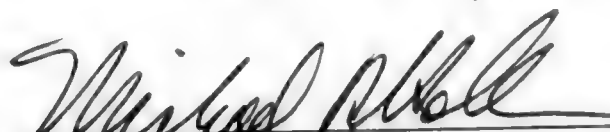

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 7/25/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Columbia River (Interstate) Bridge Section
(Contract No. 10,768)
Type of Work Br. Deck Restoration F.A. Proj. No. IR-5-6(136)307
County Multnomah and Clark Highway Pacific
No. of Bidders 6 Low Bidder Progressive Contractors, Inc., Osseo, MN
Low Bid \$2,432,385.30

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the State of Washington.

2nd Bidder:	Hamilton Construction Co. (Oregon), Springfield, OR	\$2,477,535.00
3rd Bidder:	F.E. Ward, Inc., Vancouver, WA	\$2,886,075.00

On June 2, 1989, I accepted the State Highway Engineer's recommendation for award of the project on which bids were received on June 1, 1989, and authorized him to sign the contract when conditions for the award have been met. On Job 1 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 21 day of June, 1989

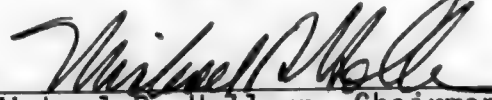

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 7/25/89

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Grant authorization to State Highway Engineer to enter into a personal service contract with Michael Andrews to investigate the Electronic Data Sharing System (EDS), reprogram where necessary, document the program, and bring it on-line to the satisfaction of State and Federal Highway personnel.

Michael Andrews was hired as a temporary employee to help with programming needs and has worked on the EDS System, displaying more than adequate talents to solve the existing problems. The contract is for a ten-month period at a total cost of \$20,000. (Authorize State Highway Engineer to sign agreement.)

Dated this 8 day of June, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

06-06-89

APPROVED


For STATE HIGHWAY ENGINEER

6/2/89

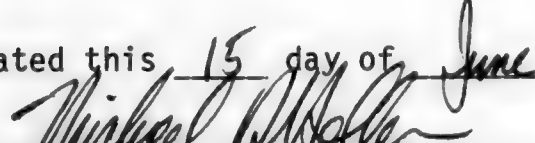
EXHIBIT A
MINUTES OF 7/25/89

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:


- 1) Supplemental agreement to personal service contract with Gossard-Pyron Associates for Team Building in Region 5. This supplement extends the contract time from June 30, 1989, to *August 31, 1989, and increases the authorized amount from \$8,000 to \$16,000. Timing, organizational factors in Region 5, and additional travel require an increased authorization and extended contract period to achieve the desired result through team building. (Authorize State Highway Engineer to sign agreement.)

Dated this 15 day of June, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

6-9-89

* Completion date was later changed
to December 31, 1989.

APPROVED


STATE HIGHWAY ENGINEER
Date 6/12/89

EXHIBIT A
MINUTES OF 7/25/89

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

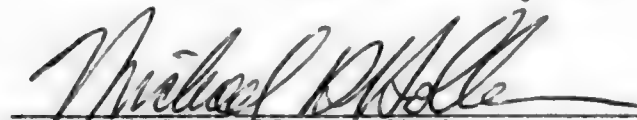
By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Supplemental personal service contract with Hearing Conservation Services to conduct industrial audiometric testing for Highway and Parks Division employees.

Hearing Conservation Services has been performing this testing since May 1987 in a timely and satisfactory manner and has met or exceeded all pertinent requirements of OAR 437-121. The contractor is familiar with the personnel and various locales, and, therefore, can perform testing in a more expeditious manner than a new provider might. By retaining these services, the continuity would not be broken.

The supplement extends the completion date of the contract from June 30, 1989, to June 30, 1990, at an increased cost of \$8,500 for a new sum not to exceed \$35,000. (Authorize Director to sign contract.)

Dated this 27th day of June, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

06-27-89

EXHIBIT B
MINUTES OF 7/25/89

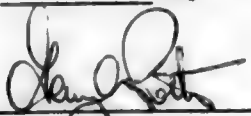
TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On June 7, 1989, approved a personal service contract with Data-Tech Institute for a "Troubleshooting and Maintaining the IBM PC, XT, PS/2" seminar to be held June 12 and 13, 1989, at a cost not to exceed \$7,000.
- 2) On June 7, 1989, approved a personal service contract with Cross & Names for the following courses to be held during the period September 22 to December 19, 1989, at a cost not to exceed \$2,000:

Professional Development for Women;
The Office Professional; and
Management Development for Women.
- 3) On June 19, 1989, approved a personal service contract with Focal Point Programs for conducting classes entitled "Conflict at Work" and "Managing Job Stress". The classes will be held September 26 and 27 and October 11, 1989, at a cost not to exceed \$3,000.

Dated this 10th day of July, 1989



Gary A. Potter
Deputy Director

7-7-89

EXHIBIT C
MINUTES OF 7/25/89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all the actions listed below and report this action for your official records:

- 1) On April 4, 1989, approved a contract with the Federal Highway Administration for the State to furnish all necessary facilities, materials, and personnel and to perform all services necessary to conduct a study entitled, "Evaluation of the Indirect Tensile Test for Determining the Structural Properties of Asphalt Mix". (Approved by Duane Christensen for the State Highway Engineer.)
- 2) On May 23, 1989, signed a personal service contract with Kellogg Corporation for construction claims analysis regarding the Steel Bridge and Ramps Project in Multnomah County. The contract covers the period May 25 to December 31, 1989, at an estimated cost of \$30,000. (Approved by Chairman Hollern on January 24, 1989.)
- 3) On May 26, 1989, approved Supplement No. 2 to a personal service contract with Arlene Landry providing writing and editorial services for the State Highway Engineer's Office. This supplement increased the total consideration by \$1,000 to a new sum not to exceed \$10,000 and extended the completion date of the contract until July 31, 1989.
- 4) On May 23, 1989, established a 50 MPH speed zone in the City of Sisters from M.P. 99.80 to M.P. 99.96 on the Santiam Highway in Deschutes County. (See "Speed Zone Order No. 971.")
- 5) On May 26, 1989, adopted Speed Zone Order No. 972 covering the following sections on the Succor Creek Highway No. 450 in Malheur County:

25 MPH from M.P. 0.41 to M.P. 0.49
45 MPH from M.P. 0.49 to M.P. 0.74.

Rescinded Speed Zone Resolution No. 437 dated January 30, 1964.

EXHIBIT C
MINUTES OF 7/25/89

- 6) On May 31, 1989, signed Supplement No. 1 to an interagency agreement with Oregon State University for a study to evaluate polymer modified asphalt in hot mix pavement. This supplement extends the ending date of the agreement from June 30, 1989, to November 30, 1989. (Approved by the Transportation Commission January 20, 1988.)
- 7) On June 5, 1989, signed a personal service contract with J. Richard Forester for completing the Oregon Throughway Laws Study. This is the second contract with Mr. Forester. The original contract expired March 31, 1989, with only one-half of the work completed. This contract allows the consultant to complete the original work scope for the originally agreed cost not to exceed \$30,000. The remaining consideration is \$14,700. This contract covers the period June 15 to December 31, 1989. (Bill Anhorn signed for State Highway Engineer. Approved by Chairman Hollern May 9, 1988.)
- 8) On June 6, 1989, approved an emergency contract with Bohemia to remove a leaking fuel tank at the Reedsport Fueling Station in Douglas County. The estimated cost for this emergency work is \$13,500.

Three quotes were obtained for the removal with the low bid being under the \$10,000 limitation. However, the low bidder withdrew his bid due to requirements by the Department of Environmental Quality. The second low bidder, Bohemia, was contacted and found to be ready to proceed.

I determined that this contract to remove the fuel tank needed to be accomplished immediately to protect the health and safety of the traveling public. Due to the emergency nature of the situation, time was not available to formally obtain bids.

- 9) On June 13, 1989, approved an agreement with the California Department of Transportation covering inspection and testing of highway materials for the California Transportation Laboratory. This agreement covers the period July 1, 1989, to June 30, 1990.
- 10) On June 13, 1989, approved a cooperative fencing agreement with the Division of State Lands for installing a fence on the Lakeview-Burns Highway between M.P. 28.5 - 34.0. The Highway Division purchased 865 steel fence posts not to exceed \$1,860 in cost. Work shall be completed no later than September 30, 1989.

EXHIBIT C
MINUTES OF 7/25/89

- 11) On June 13, 1989, approved a personal service contract with Benz Air Engineering Co. for design of a dust collection system for the Highway Materials Laboratory. The contract covers the period June 13, 1989, to June 30, 1990, at a cost not to exceed \$8,000.
- 12) On June 13, 1989, signed Supplement No. 3 to a personal services contract with Koch, Sachs, Whittaker, Aanderud Architects for preliminary engineering/design services for the Highway Materials Laboratory Building in Salem. This supplement revised the scope of services to accommodate the rejection of the original bid and rebid. It also amends the project cost from a lump sum amount of \$98,780 to a new lump sum amount of \$101,680. (Approved by Transportation Commission April 19, 1988.)
- 13) On June 14, 1989, signed a personal service contract with Hardesty & Hanover for construction engineering services covering the South Slough (Charleston) Bridge on the Cape Arago Highway in Coos County. The contract begins upon approval of the Department of General Services and ends on June 30, 1992, at a cost not to exceed \$347,150. (William Anhorn signed for State Highway Engineer. Approved by Transportation Commission on February 21, 1989.)
- 14) On June 16, 1989, adopted Speed Zone Order No. 973 covering the following sections on Farmington Highway No. 142 in Washington County:

45 MPH from M.P. 4.08 to M.P. 5.23
40 MPH from M.P. 5.23 to M.P. 8.77

Except that the following sections, the designated speed shall be 20 MPH when children are present, as per provisions of Subsection 2.c. of ORS 811.105:

From M.P. 5.75 to M.P. 5.91
From M.P. 7.19 to M.P. 7.42

Rescinded Speed Zone Order No. 791 dated November 17, 1978. (Approved by Bill Anhorn for State Highway Engineer.)

EXHIBIT C
MINUTES OF 7/25/89

- 15) On June 23, 1989, signed Supplement No. 2 to personal service contracts with Spencer B. Gross, Inc., and David C. Smith & Associates for aerial mapping services. These supplements extend the completion date of the contracts from June 30, 1989, to June 30, 1990, and increase the consideration of each by \$50,000 for a total cost of \$150,000 for each contract. (Transportation Commission approved May 16, 1989.)
- 16) On June 23, 1989, signed Supplement No. 1 to a personal service contract with Cooper Consultants, Inc., for engineering services on the 209th Ave.-Murray Blvd. Section of the Farmington Highway in Washington County. This supplement increases the consideration by \$10,000 to a total of \$410,414.07 for expanded services. (Transportation Commission approved July 22, 1986.)
- 17) On June 23, 1989, signed Supplement No. 1 to a personal service contract with PAT Equipment Corporation, Inc. for a Low-Cost Weigh-in-Motion systems Experimental Project. This supplemental agreement extends the completion date of the contract to December 31, 1989. (Approved by Transportation Commission May 17, 1988.)
- 18) On June 23, 1989, approved a private party agreement with Joe Thomas for construction of an all-terrain vehicle practice range at Crawford Point near Coos Bay in Coos County. The project period covered by this agreement is April 1, 1989, to January 1, 1990. The Highway Division has agreed to pay \$8,500, or 100 percent of the total project costs, whichever amount is less.
- 19) On June 26, 1989, approved a letter of agreement with the Public Utility Commissioner for renting space in the Cascade Locks weigh station.
- 20) On June 29, 1989, signed a supplemental agreement with Gossard-Pyron Associates for Team Building in Region 5. This supplement extends the authorized contract time from June 30, 1989, to December 31, 1989, and increases the contract costs by \$8,000. (Chairman Hollern approved supplement June 15, 1989.)

EXHIBIT C
MINUTES OF 7/25/89

- 21) On June 29, 1989, approved Supplement No. 3 with Wilsey & Ham Inc. covering preliminary engineering on the Columbia City NCL-Warren Section of the Lower Columbia River Highway. This supplement extends the contract time by 154 days to December 1, 1989.

Dated this 12 day of July, 1989


Donald E. Forbes, State Highway Engineer

7-10-89

EXHIBIT C
MINUTES OF 7/25/89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

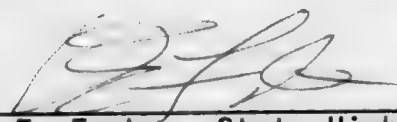
- 1) Work on the Delta Park-Marquam Bridge Section of the Pacific Highway in Multnomah County. Bids received May 25, 1989. Contract No. 10,767 awarded on June 8, 1989, to Wildish Standard Paving Co., Eugene, at \$9,018,604.00.
- 2) Bridge deck restoration on the Columbia River (Interstate) Bridge on the Pacific Highway in Multnomah County, Oregon, and Clark County, Washington. Bids received June 1, 1989. Contract No. 10,768 awarded on June 15, 1989, to Progressive Contractors, Incorporated, Osseo, MN, at \$2,432,385.30.
- 3) Work on the U.S. 97-Brosterhous Section of Division Street in Bend, Deschutes County. Bids received May 25, 1989. Contract No. 10,771 awarded on June 8, 1989, to Bend Aggregate & Paving Co., Bend, at \$142,515.00.
- 4) Work on the Tye Curve Section of the Elkton-Sutherlin Highway in Douglas County. Bids received May 25, 1989. Contract No. 10,772 awarded on June 8, 1989, to Johnson Rock Products, Inc., North Bend, at \$467,562.54.
- 5) Work on the Butler Bridge Section of Butler Bridge Road in Lincoln County. Bids received May 25, 1989. Contract No. 10,775 awarded on June 19, 1989, to Hamilton Construction Co. (Oregon), Springfield, at \$509,611.00.
- 6) Work on the Spring Valley Creek Bridge Section of the Salem-Dayton Highway in Polk County. Bids received May 25, 1989. Contract No. 10,779 awarded on June 8, 1989, to Holm II, Inc., Stayton, at \$562,225.20.
- 7) Work on Scholls Highway at Hall Boulevard in Beaverton, Washington County. Bids received May 25, 1989. Contract No. 10,781 awarded on June 8, 1989, to White Construction Co., Lake Oswego, at \$809,429.00.

RECEIVED STATE HWY ENGR						
JUL 7 '89						
ASSIGNED TO						
INFO	AVES	FILE	REPLY	SIGN	ACT	FILE

EXHIBIT C
MINUTES OF 7/25/89

- 8) Work on E. McMinnville Interchange-Airport Road Section of the Salmon River Highway in Yamhill County. Bids received June 22, 1989. Contract No. 10,782 awarded on June 27, 1989, to J. C. Compton Contractor, Inc., McMinnville, at \$3,735,223.75.

Dated this 12 day of July, 1989


Donald E. Forbes, State Highway Engineer

7-6-89

EXHIBIT C
MINUTES OF 7/25/89

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY DEPARTMENT OF JUSTICE FOR
THE OREGON STATE HIGHWAY DIVISION

Period from April 1, 1989 through June 30, 1989

	No.	Amount
Claims Pending at Beginning of Period	119	\$ 489,789.77
Pending at End of Period	251	\$ 576,985.00

Money Collected During Period

Installment Payments	79	\$ 18,352.82
Compromise Payments	1	\$ 4,799.33
Payments in Full	129	\$ <u>209,627.51</u>
TOTAL		\$ <u>232,779.66</u>

Claims Abandoned During Period	6	\$ 2,687.75
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Damage Cases (Actions Filed)	266	\$ 308,521.99
Uncollected Judgments	* -0-	\$ -0-

*Referred to Department of Revenue for Collection

EXHIBIT D
MINUTES OF 7/25/89

DATE: JULY, 1989

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (23-43) (Administrative Order No. 33)

- 1) COOS COUNTY: COALBANK SLOUGH BR. - OREGON COAST HIGHWAY: File 54080- containing 13,280 square feet; \$76,800; Approved 6/19/89.
- 2) JACKSON COUNTY: BIDDLE ROAD-CAMP WHITE - CRATER LAKE HIGHWAY: File 37629 - containing 3,750 square feet; \$9,375; Approved 6/09/89.
- 3) LANE COUNTY: SAUNDERS SECTION - FLORENCE-EUGENE HIGHWAY: File 43593 (To be exchanged for 50396) - 22 acres; \$202,563; Approved 6/14/89.
- 4) POLK COUNTY: BRUSH COLLEGE SECTION - SALEM-DAYTON HIGHWAY: File 25393.(rd) - containing 0.38 acre; \$donation for widening of Gibson road (county road); Approved 6/16/89.
- 5) MULTNOMAH COUNTY: ST. HELENS RD.-N.W. 21ST SECTION - COLUMBIA RIVER HIGHWAY: File 38373 (Wire Rope Bldg., N.W. Portland) 2221 NW Thurman St.; containing 16,157 square feet (Bldg.) on a 18,063 sq. ft. parcel; Approval to accept sealed bids to sell "as is" for minimum of \$225,000; Supersedes 9/29/87 approval; Approved 6/08/89.
- 6) UMATILLA COUNTY: HERMISTON MAINTENANCE SITE SECT. - OLD OREGON TRAIL: File 13627 - containing 1 acre; \$57,000; Approved 6/16/89.

R/W SERVICE AGREEMENTS: (23-45) (Administrative Order No. 33)

- 7) R/W Service Agreement #361; C. & A. #9257; with Hood River County; State agrees to act for Agency in performing services related to the acquisition of right-of-way for Agency; MT. HOOD WINERY-EMIL CREEK SECTION - WOODWORTH DRIVE (COUNTY ROAD); Approved 5/23/89.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

CLACKAMAS COUNTY:

CASCADE HWY. N.-LESTER AVE. - JOHNSON CREEK BLVD.:

58057	Leonard R. Dix (Land)	\$ 96,000	App. 5/31/89
58057	Gary Mitchell & Joann Mitchell (Equipment)	\$ 8,452	App. 5/31/89
58080	Filomena Elardo	\$ 22,000	App. 6/22/89
58371	Hal William Jungck	\$ 10,500	App. 6/28/89

EXHIBIT D
MINUTES OF 7/25/89

Report of Actions Taken Under Delegated Authority
July, 1989
Page Two

OPTIONS: CLACKAMAS COUNTY: (Continued)

<u>SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:</u>		
57787	Jerry W. & Eileen M. Bentz	\$ 7,975 App. 6/28/89
57791	Danny L. Erwert	\$ 2,000 App. 6/05/89
57833	Larry A. & Melvina R. Seymour	\$ 1,275 App. 6/05/89

CLATSOP COUNTY:

<u>DOOLEY BRIDGE-CANNON BEACH JUNCTION - OREGON COAST HIGHWAY:</u>		
58213	John E. & Diana Taylor	\$ 400 App. 6/28/89
58214	Harold D. & Joanne A. Klanecky	\$ 150 App. 6/05/89
58222	Jeffrey Bruce; Collette Renee Multman	\$ 150 App. 6/28/89
58223	Clinton Jeremiah	\$ 300 App. 6/28/89
58225	Vernon S. & Alice Moeller	\$ 150 App. 6/02/89
58227	Howard E. Johnson & Sons Construction	\$ 150 App. 6/28/89
58228	Robert T. Nicholas	\$ 150 App. 6/01/89
58230	Peter S. Tooley & Mary O'Connor	\$ 150 App. 5/31/89
58234	Larry L. Johnson; Janis E. Johnson	\$ 350 App. 6/28/89

<u>JOHN DAY RIVER BRIDGE-COLUMBIA RIVER (LOWER) HIGHWAY:</u>		
58563-001	Neil Grimstad	\$ 100 App. 6/16/89

DESCHUTES COUNTY:

<u>O'NEIL JUNCTION-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:</u>		
57583	William W. Durfee	\$ 4,400 App. 6/28/89
57599	U. S. National Bank of Oregon, Personal Representative of the Estate of Philip Dahl	\$ 10,700 App. 6/28/89

DOUGLAS COUNTY:

<u>CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:</u>		
57469	Leonard W. & Avis Olson	\$ 41,350 App. 6/28/89
57481	William E. Sundquist; Betty L. Sundquist	\$ 21,500 App. 5/31/89
57499	Camas Valley Rural Fire District	\$ 6,800 App. 5/04/89
57501	Michael Charles Elam	\$ 700 App. 6/28/89

JACKSON COUNTY:

<u>TRAIL CASEY STATE PARK - CRATER LAKE HIGHWAY:</u>		
58109	Martha Parker Brooks; Barbara Parker Johnson	\$ 820 App. 6/21/89

JOSEPHINE COUNTY:

<u>FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JUNCTION - REDWOOD HIGHWAY:</u>		
57364	James W. McCarter	\$ 3,060 App. 6/22/89

EXHIBIT D
MINUTES OF 7/25/89

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Page Three

OPTIONS: (Continued)

KLAMATH COUNTY:

KERN SWAMP ROAD-WEYERHAEUSER ROAD - GREEN SPRINGS HIGHWAY:

57753	Donald E. Colwell & Barbara B. Colwell	\$ 1,200	App. 6/21/89
57760	Marjorie Murray	\$ 3,750	App. 6/21/89
57767	Alva L. & Maudie I. Edwards	\$ 6,300	App. 6/22/89
57768	Ralph C. & Hazel M. Edwards	\$ 4,500	App. 6/22/89
57769	Wesley W. & Cora J. Owen	\$ 4,500	App. 6/21/89
57771	Violet G. Schumann	\$ 500	App. 6/29/89
57772	Richard L. & Josephine Harris	\$ 3,400	App. 6/22/89
58246	Alva L. & Maudie Edwards (Fee)	\$ 5,200	App. 6/21/89
	Robert G. & Marjorie C. Lyman (C.P.)		

LAKE COUNTY:

FREMONT HIGHWAY-WARNER SKI AREA - WARNER HIGHWAY:

58090	Donald Thomas Jones	\$ 650	App. 6/16/89
58091	Ostrander Construction Company	\$ 800	App. 6/16/89

MORROW & UMATILLA COUNTIES:

BUTTER CREEK JUNCTION-OLD OREGON TRAIL HWY. - LEXINGTON-ECHO HIGHWAY:

58104	Hawkins Company, Inc.	\$ 500	App. 6/28/89
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MULTNOMAH COUNTY:

181ST TO 190TH - S.E. YAMHILL STREET:

58523	Jerry C. & Elaine B. Hagen	\$ 625	App. 6/28/89
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GREELEY RAMP-N. BANFIELD INTERCHANGE - PACIFIC HIGHWAY:

58026	Pacific Development (Property), Inc.	\$400,000	App. 6/01/89
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N. CHAUTAUQUA BLVD.-N. DELEWARE AVENUE - N. COLUMBIA BLVD.:

58452	M. B. Terminal Co.	\$ 1,550	App. 6/14/89
58453	Victor S. York, Jr.	\$ 5,200	App. 6/14/89
58454	Lee A. & Florence Ellmaker	\$ 500	App. 6/28/89
58457	Salmon Prairie Corp.	\$ 880	App. 6/14/89

NW DOANE AVENUE-NW BALBOA (PORTLAND):

54340	Burlington Northern Railroad Company	\$ 0	App. 6/05/89
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S.E. STARK-N.E. GLISAN - 223RD AVENUE:

57217	Sun Dial Real Estate Investors, Ltd.	\$ 5,000	App. 6/28/89
57220	Leroy Carson Williams	\$ 400	App. 6/19/89
	Helen Rae Williams		

EXHIBIT D
MINUTES OF 7/25/89

Report of Actions Taken Under Delegated Authority
July, 1989
Page Four

OPTIONS: MULTNOMAH COUNTY: (Continued)

SW CANBY ST.-S.W. TAYLORS FERRY RD. - S.W. TERWILLIGER BLVD. (CITY STREET):

58446	Arthur Frank Johnstone;	\$ 1,150	App. 5/31/89
	Anne Elizabeth Johnstone		
58447	Francis Hegyi & Gizella Hegyi	\$ 1,350	App. 6/29/89

UMATILLA COUNTY:

BUTTER CREEK JUNCTION-OLD OREGON TRAIL HIGHWAY:

57579	Robert L. & Jane Adell Hale	\$ 100	App. 6/06/89
57606	Hawkins Company, Inc. (C.P.)	\$ 10,050	App. 6/06/89
58010	Double M. Ranch, Inc.	\$ 1,400	App. 6/22/89
58012	Hilmer Horn	\$ 7,850	App. 6/06/89
58013	Oregon Hereford Ranch	\$ 2,300	App. 6/28/89
	Douglas & Gladys E. Bennett		
	Donald Lee & Phyllis R. Bennett		
58014	Irvin L. Mann, Jr.	\$ 300	App. 6/22/89
58015	Glenn Steven Chowning	\$ 100	App. 6/16/89
58016	Henry F. & Doris N. Walker	\$ 6,000	App. 6/28/89
58029	Eagle Ranch	\$ 1,400	App. 6/22/89
58030	Madison Ranches, Inc.	\$ 6,140	App. 6/16/89
58123	Thomas A. & Jessie Lee Ashbeck	\$ 1,250	App. 6/28/89

WASHINGTON COUNTY:

BEAVERTON-TUALATIN HWY. @ S.W. MCDONALD STREET - BEAVERTON-TUALATIN HIGHWAY:

56994	Arthur A. Bosshardt	\$ 1,825	App. 6/28/89
56995	Carl Lee & Jeneane A. Durbin	\$ 2,550	App. 6/28/89
56996	Don L. & Patricia J. Patchin	\$ 1,090	App. 6/28/89
56998	Ida M. Young	\$ 1,500	App. 6/28/89

PACIFIC HIGHWAY @ CANTERBURY - PACIFIC HIGHWAY WEST:

57696	Jerry R. & Ann M. Cox	\$ 3,800	App. 6/21/89
57699	Gerald C. Kolve	\$ 40,500	App. 6/19/89

S.E. 21ST AVENUE-S.E. BASELINE ROAD - TUALATIN VALLEY HIGHWAY:

57646	Kenneth Mishler; Steve Mishler;	\$ 2,530	App. 6/21/89
	Rudy Zagelow		
57652	Victoria J. Cady	\$ 350	App. 6/16/89
57656	Garrett Sign Co., Inc.	\$ 9,025	App. 6/28/89
	(On-Premise Sign)		
57666	Marilyn E. Reiling; Karen Dye Joy;	\$ 400	App. 6/19/89
	Constance L. Hack; Richard E. Dye		
57668	Ruth H. Streitwieser	\$ 500	App. 6/19/89

EXHIBIT D
MINUTES OF 7/25/89

Report of Actions Taken Under Delegated Authority
July, 1989
Page Five

OPTIONS: WASHINGTON COUNTY: (Continued)

S.W. BOONES FERRY RD.-S.W. 93RD AVE. (TUALATIN) - S.W. SAGERT STREET:

58502	Harold D. & Lillian M. Brink	\$ 2,000	App. 6/14/89
58503	Lester William Lord	\$ 400	App. 6/14/89
58504	Kevin A. & Elaine A. Sabbe	\$ 4,000	App. 6/21/89
58514	Robert N. Ober	\$ 500	App. 6/19/89
	Helen Ober		

WHEELER COUNTY:

MITCHELL-KEYES CREEK (EAST UNIT) (Extreme East end of this project):

58098	Audrey M. Jackson	\$ 250	App. 6/01/89
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MITCHELL-KEYES CREEK SUMMIT (EAST UNIT) - OCHOCO HIGHWAY:

58094	Oregon State University Foundation	\$ 880	App. 6/22/89
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STADIUM FREEWAY @ S.W. 6TH - STADIUM FREEWAY:

58193	A. L. McCormick	\$ 1,850	App. 5/31/89
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Dated this 3rd day of July, 1989

For How Schuel
Steven Green, Right of Way Manager



EXHIBIT E
MINUTES OF 7/25/89

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On June 7, 1989, approved a request to construct a 30' x 30' boathouse within the Rogue River Scenic Waterway in Curry County with Jerry H. Walling.

On June 7, 1989, approved a request to construct a residence within the Rogue River Scenic Waterway in Josephine County with Jack and Jacqueline Hanson.

On June 7, 1989, approved a Historic Preservation Fund with Lane County Historical Museum, Lane County for Shelton-McMurphey Pre-development Project, in the amount of \$15,664.

On June 7, 1989, approved a Historic Preservation Fund with Deschutes County, Deschutes County, for Deschutes County Certified Local Government, in the amount of \$8,358.00.

On June 16, 1989, approved a request to conduct selective logging within the Grande Ronde River Scenic Waterway, Wallowa County with High Ridge Logging.

On June 16, 1989, approved a request to conduct a timber harvest within the Sandy River Scenic Waterway, Multnomah County with Henneman.

On June 21, 1989, approved a Historic Preservation Fund with the City of Ashland, Jackson County for final phase, Ashland Survey, in the amount of \$13,000.00

EXHIBIT E
MINUTES OF 7/25/89

On June 29, 1989, approved a Trail Permit with Shiloh Forest Enterprises, Tillamook County for use of a segment of Oregon Coast Trail, paid the amount of \$1.00.

On June 30, 1989, approved an Addendum to Concession Agreement, with Honeyman Park Place Interprise, Inc., Lane County for Paddle Boat Rentals.

Dated this 6th day of July, 1989

David G. Talbot

David G. Talbot, State Parks Administrator

DGT/sg



EXHIBIT F
MINUTES OF 7/25/89

Department of Transportation
PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

June 22, 1989

In Reply Refer to
File No.:

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator
Public Transit Division

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. A federal/state general funded program to provide operating assistance for public transportation service.

		G.F.	F.F.
A.	City of Ontario May 3, 1989	\$ 4,550	\$ 5,600
B.	Rogue Val. Trans. Dist. April 21, 1989	-0-	101,000
C.	Baker County May 1, 1989	4,850	5,900
D.	Wallowa County May 1, 1989	8,500	-0-
E.	Union County May 3, 1989	7,350	9,000
F.	Grant County Dec. 8, 1988	8,500	-0-

2. Urban Mass Transportation Administration, Section 9. A federal grant providing capital/operating assistance to urbanized transit systems on a pass-through basis.

A. A grant agreement with Salem Area Mass Transit District and Urban Mass Transportation Administration to allow the District to receive \$825,400 in federal funds directly (April 10, 1989).

B. A grant agreement with Rogue Valley Transportation District and Urban Mass Transportation Administration to allow the District to receive \$311,976 in federal funds directly (April 6, 1989).

3. Amendment to Interagency Agreement with Portland State University regarding transit finance study to extend the contract through September 30, 1989. No change in amount (signed April 13, 1989).

- 8611 -



OREGON PUBLIC TRANSIT
20TH ANNIVERSARY

EXHIBIT F
MINUTES OF 7/25/89

Oregon Transportation Commission
June 22, 1989
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4. Personal Services Contract with Donna Wickman and Gary Boley to assist the Department in developing materials for the Rural Transit Assistance Program, and to attend the 11th National Conference on Specialized Transportation, November 12-16, 1988. Total amount paid not to exceed \$1,100 each for accomplishment of the work (signed November 7, 1988).
5. Personal Services Contracts with Marianne McGee (signed January 10, 1989) and Dolores Patterson (signed January 25, 1989) to conduct Passenger Assistance Techniques (PAT) Workshops. Division agreed to pay contractor for each PAT workshop presentation at the rate of \$15 per student with a guaranteed minimum of \$200. Contract amount for each shall not exceed \$2,100.
6. Personal Services Contracts with Shelly Straney and Dick Kalkofen from Rogue Valley Transportation District to complete a certification program to become Passenger Assistance Techniques (PAT) trainers, and to serve as team trainers for PAT workshops. Division agreed to pay each individual \$600 for the services performed (signed March 22, 1989).
7. Personal Services Contracts with the following individuals to attend Montana's Big Sky Transit Conference in Billings, Montana, April 17-19, 1989. Division agreed to provide scholarships as follows (contracts signed April 13, 1989):

<u>Contractor</u>	<u>Amount</u>
Dick Kalkofen Rogue Valley Trans. District	\$743
Donna Wickman Oregon Housing & Assoc. Services	457
Vern Stevhan Yamhill Comm. Action Program	453

8. Personal Services Contracts with the following individuals to attend U.S. Dept. of Transportation's seminar on Passenger and Vehicle Accident Prevention in Boise, Idaho, April 18-20, 1989. Contractor shall serve as a "local expert" to provide advice on safety and accident prevention and write articles on safety topics. Division agreed to pay each individual for the services performed as follows (contracts signed on March 27, 1989):

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<u>Contractor</u>	<u>Amount</u>
Bill Seal Basin Transit Service	\$421
Steve Howard South Coast Business Employment Corp.	477
Joan Shimp Special Mobility Services	431
Lee Sanders Grant County Transportation	280
Cary Thomas Polk Senior Transportation District	437
Bob Girt Colco Transportation	436
Elaine Wells Washington Co. Comm. Action Agency	432

9. Personal Services Contract with the following individuals to attend the Special Transit and Rural Transit Safety (STARTS) Instructor Course in Reno, Nevada, May 2-3, 1989. Division agreed to provide scholarships as follows (contracts signed on April 21, 1989):

<u>Contractor</u>	<u>Amount</u>
David Frederickson Loaves and Fishes Center	\$341
Kristie Chilcote Albany Transit	381
Chuck Rich Central Oregon Council on Aging	308

10. Personal Services Contracts for the following individuals to attend the 1988 Oregon Transit Association Conference in Portland, Oregon, October 23-25, 1988 (contracts signed on October 7, 1988):

<u>Contractor</u>	<u>Amount</u>
Ralph Blanchard Polk Senior Trans. District	\$ 73.44
David Lynde Umatilla County	167.75

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page four

<u>Contractor</u>	<u>Amount</u>
Donald Strong People Mover	115.25
Diana Gatchell Senior Wheels, Inc.	24.50
Zee Carman New Day Enterprises	219.28
Candace Mendoza Oregon Housing and Assoc. Services	99.00
Robin Moran Hood River County Transit	151.00
Dolores Patterson Treasure Valley Opportunities	282.83
Robert Beckett Josephine County Community Services	110.50
Betty Godfrey Josephine County Comm. Services	213.40
Fred May Clatsop-Tillamook Inter. Council	82.60
Stephen Howard South Coast Business Employment Corp.	199.54
Edythe James Sweet Home Senior Center	71.80
Cary Thomas Polk Senior Transportation District	46.94
Dana Henry Mid-Columbia Community Action	133.86
John Halstead Opportunity Foundation of Central Oregon	109.48
Michael Murphy Hood River County Transit, Inc.	123.78
Colco Transportation	133.56

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Oregon Transportation Commission
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<u>Contractor</u>	<u>Amount</u>
Jack Boon Central Oregon Council on Aging	105.72
Nancy Butler-McGuire Malheur Council on Aging	125.25
Lynn Uchison Interfaith Caregivers of Wallowa Co.	154.05
Ken Bogart People Mover	226.13

11. Interagency agreement between ODOT Central Services Division and Public Transit Division to allow Sandy Coslow to serve on the Statewide Childcare Committee for the period May 1, 1988 through February 28, 1989. Central Services agreed to pay 100% of actual salary (including other payroll expenses), and costs of services, supplies, or travel related to this assignment (signed June 8, 1988).

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs

Fran Neavoll, Office Manager
Commission Services

deljune:forms

EXHIBIT G

MINUTES OF 7/25/89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On July 5, 1989 approved a personal service contract with Michael Finigan to advise the DMV Systems & Planning Section on applications of statistical methods. The contract covers the period of July 1, 1989 to June 30, 1990 at a cost not to exceed \$ 3,000.

Dated this 10th day of July, 1989



David P. Moomaw, Administrator
Motor Vehicles Division

EXHIBIT H
MINUTES OF 7/25/89

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Opal Leigh L-9279 R-56166 Section: Lester Avenue Interchange Highway: East Portland Freeway County: Clackamas	\$100,000	\$140,000	\$135,000
Remarks:			
First Interstate Bank of Oregon L-9129 R-54169 Section: S.C.L. Medford - Phoenix Highway: Rogue Valley County: Jackson	\$450.00	\$450.00	\$650.00
Remarks:			
Gary D. Knight L-9200 R-56947 Section: Redmond-Bend (South Unit) Highway: The Dalles - California County: Deschutes	\$1,900	\$1,890	\$5,500
Remarks:			
Everett W. Clark L-9185 R-56952 Section: S. Commercial St. - N. Santiam Hwy. Highway: Pacific County: Marion	\$78,850	\$79,512	\$94,000
Remarks:			
Nick M. Mariana L-9298 R-57603 Section: NE 111th Ave. - NE 181st Ave. Highway: Columbia River County: Multnomah	\$1,450	\$1,450	\$3,000
Remarks:			

CAC:LAH:cfs:070689/7490G

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION TELEPHONE MEETING

HELD ON
AUGUST 15, 1989

The Oregon Transportation Commission on August 15, 1989, held their regular monthly meeting by telephone at 10 a.m., originating in Room 135 (Director's Office), Transportation Building, Salem. (Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State.) The following persons were on the telephone at the locations given:

Michael P. Hollern, Chairman, Salem
John Whitty, Vice Chairman, Coos Bay
David F. Bolender, Member, Portland
Robert N. Bothman, Director of Transportation, Salem

The following staff members were in attendance in the Director's Office in Salem:

Gary Potter, Deputy Director of Transportation
John Elliott, Public Affairs Director
Paul Burket, Administrator of Aeronautics Division
Victor Dodier, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the meetings of July 24 and 25, 1989.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2813" in Commission's files, Salem.)
- 3) Extended the City of Florence's public transit demonstration grant to June 30, 1990. The demonstration project had a slow start because the vans were late in arriving.
- 4) Supplemental agreement with the Oregon State Museum of Anthropology, University of Oregon, in the amount of \$56,555 for the testing of archaeological sites in the area affected by the Drews Creek Road-Drews Gap Section on the Klamath Falls-Lakeview Highway in Lake County. (Authorized State Highway Engineer to sign necessary contract documents.)

The Commission unanimously confirmed their next meeting dates of September 18 (dinner) and September 19, 1989, (formal) in John Day. The tentative dates for the following meetings were set for October 16 and 17, 1989, in Salem.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Deputy Director
State Highway Engineer
Right of Way Manager
Parks Administrator
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F

Mr. Bothman requested approval of the use of Immediate Opportunity Funds for improving the Winchester I-5 Interchange in Douglas County in the amount of \$450,000. He explained this funding participation would be a part of a larger package involving county and nonpublic funds to improve the interchange and nearby county roads. The Economic Development Department has recommended the project. Commissioner Bolender moved for approval of the request. The Commission unanimously approved the use of the funds for this project and authorized the Director to sign the agreement.

Mr. Bothman also requested approval of the use of Immediate Opportunity Funds in the amount of \$300,000 to assist funding an access road to the NORPAC site in Umatilla County. He explained this request will be part of a package involving NORPAC, the Economic Development Department, the City of Hermiston, and the Port of Umatilla. He said NORPAC is expected to create 40 full-time and 200 seasonal jobs. The Economic Development Department has recommended the project. Vice Chairman Whitty moved for approval of the request. The Commission unanimously approved the use of the funds for this project and authorized the Director to sign the agreement.

Mr. Potter requested approval of a modified program to cover the costs associated with the pilot child care project approved by the 1989 Legislature. He said because of the dramatic changes in circumstances, the proposed project is no longer the same as presented to the Legislature. He outlined the changed circumstances which cause this new approach as:

- 1) Excavation and site restrictions led to significant changes in building design, leading to increases in rent scheduled for the building that was to be built to house the proposed infant center (ages 6 months to 2.5 years.)

(Continued on next page)

- 2) Chemeketa Community College has withdrawn its contribution of a full-time Director to the project. The College intends, however, to stay involved with the project and to honor its contract with the Department.
- 3) The single bid received to remodel the Winter Street site for the preschool program (ages 2.5 years and up) greatly exceeded the original estimates. The estimate was for \$85,000, but the bid was \$137,000.
- 4) The Department of General Services has agreed to waive rent charges for the Winter Street site, but in exchange the day care center will be required to pay all maintenance charges. The proposed budget now includes \$200 per month for maintenance.

Mr. Potter said the Department now proposes to proceed with the project in phases. Phase 1 will be the preschool program and is scheduled for January 1990. Phase 2 will be the infant/toddler program and is scheduled to begin in June 1990. He explained since the infant program has been postponed, the cost-benefit analysis has been adjusted to eliminate the benefits assigned to reduced maternity leave. The value has been reduced from \$42 to \$28 for each child in the preschool program from the Department or the Public Utility Commission, who would like to participate in the program on the same terms as provided by the 1989 Legislature.

Mr. Potter explained that the 1989 Legislature approved certain expenditures related to the child care project to be paid during the 1987-89 biennium. He said the Department was directed to keep the \$200,000 in the Agency's ending balance and to return to the Emergency Board for additional expenditure authority to carry out the project during the 1989-91 biennium.

Mr. Potter requested approval to appear before the Emergency Board to increase the expenditure limitation by \$210,253. This amount reflects increased costs of approximately \$41,614. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission.

Upon Mr. Burket's recommendation, Commissioner Bolender moved for paying the 1989 membership dues in the amount of \$3,633.08 to the National Association of State Aviation Officials. The motion carried unanimously by the Commission.

Upon Mr. Bothman's request, the item concerning the Lawnfield Maintenance Facility was delayed several months.

Mr. Forbes requested authority to enter into a flexible contract for cultural resource services in the amount of \$100,000. He explained that the existing cultural resource specialist staffing levels in the Environmental Section are not sufficient to perform required project development work within the established time frames. He said the contract would be for a two-year period and would be renewable at the end of the

term. The consultant services would be requested as needed on a project-by-project basis. Vice Chairman Whitty moved for approval of the contract. The motion carried unanimously by the Commission. The State Highway Engineer was authorized by the Commission to sign the contract.

Mr. Forbes requested advancing the following project from the reconnaissance portion to the development portion in the current Six-Year Highway Improvement Program:

SECTION:	Modoc Point-Algoma
HIGHWAY:	The Dalles-California
ROUTE:	US97
COUNTY:	Klamath
PROGRAM YR.:	Reconnaissance 1990 to environmental document 1991
FUNDING:	State - preliminary engineering

	<u>Authorized</u>	<u>Estimate</u>	<u>Request</u>
Preliminary engineering:			
	\$90,000	\$170,000	\$170,000

This project is in the 1989-1994 Six-Year Program for reconnaissance. The completed reconnaissance project identified several alternatives. These need to be evaluated for environmental impact. The environmental analysis will be complex, as one of the alternates goes in to Klamath Lake. This analysis will take considerable time. For this reason, it is recommended that the work begin as soon as possible. Funds are available for this work.

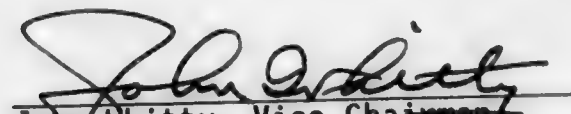
Vice Chairman Whitty moved for advancing the project in the Program. The motion carried unanimously by the Commission. The State Highway Engineer was authorized to sign the necessary agreement.

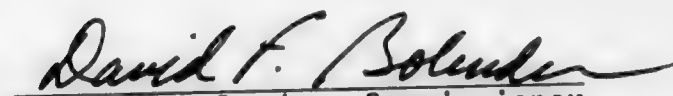
Mr. Forbes requested an increase in project authorization on Contract No. 10,774 covering the Paisley and Adel Rock Production Project on the Warner and Fremont Highways in Lake County in the amount of \$100,000 (28.41 percent increase). He said the increased funding will be used to produce aggregate for additional contract preservation work on the Warner Highway in the Adel area next construction season. Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission.


Commissioner Bolender said he had received complaints from businesses in connection with the bridge deck restoration work on the Columbia River (Interstate) Bridge of the Pacific Highway in Multnomah County. Mr. Bothman reported that he had met with the businesses along the construction project. He said the businesses are concerned as they are losing business, which they attribute to traffic taking an alternate route of I-205 to avoid the construction. The business owners have asked that the project be accelerated. Mr. Bothman said the Highway Division is working to ease those concerns by keeping the project on schedule, working with the media, and better signing.

There being no further business to consider, Chairman Hollern adjourned the telephone meeting at 10:15 a.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services

absent from 9.19.89 meeting
Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 8/15/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 9 Project Butler Bridge (Contract No. 10,775)
Type of Work Grading, Paving & Structure F.A. Proj. No. RS-A525(5)
County Lincoln Highway Butler Bridge Road (County)
No. of Bidders 2 Low Bidder Hamilton Construction Co. (Oregon),
Springfield, OR

Low Bid \$ 509,611.00

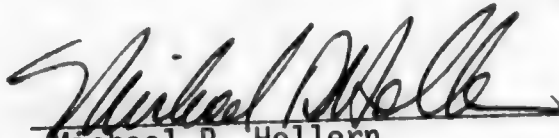
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Lincoln County and receipt of deposit by the County.

2nd Bidder: Stach Construction Co., Inc. & Stach Equipment, Inc., AJV \$ 558,650.00
Grants Pass, OR \$

3rd Bidder: None

On June 15, 1989, I accepted the State Highway Engineer's recommendation for award of the above project on which bids were received on May 25, 1989, and authorized him to sign the contract when conditions for the award have been met. If the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 10 day of July, 1989



Michael P. Hollern
OREGON TRANSPORTATION COMMISSION

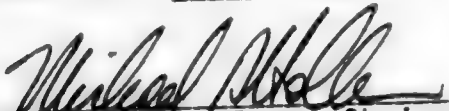
EXHIBIT A
MINUTES OF 8/15/89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

- 1) On June 23, 1989, approved Supplement No. 2 to a personal service contract with Rankin, VavRosky, Doherty, MacColl and Mersereau. This supplement allows continuation of bond counseling services through June 30, 1991, at an additional cost of \$8,000 bringing the total contract cost not to exceed \$35,500.
- 2) On June 23, 1989, approved Supplement No. 1 to a personal service contract with Seattle Northwest Securities Corporation. This supplement allows continuation of financial advisory services through June 30, 1991, at an additional cost of \$5,500 bringing the total contract cost not to exceed \$33,500.

Dated this 10 day of July, 1989



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

6-28-89

EXHIBIT A
MINUTES OF 8/15/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project South Slough (Charleston) Bridge Section
(Contract No. 10,713)
Type of Work Grading, Paving & Structure F.A. Proj. No. BRF-F-51(11)
County Coos Highway Cape Arago
No. of Bidders 6 Low Bidder General Construction Co., Seattle, WA 98124
Alt. A
Low Bid \$13,262,965.00

Engineer's Recommendation: Pending

2nd Bidder: Traylor Bros., Inc., Evansville, IN (Alt. A) \$13,479,000.00
3rd Bidder: Harcon/MKB Joint Venture,
Pocatello, ID (Alt. A) \$13,929,794.00

No. 2 Project E. McMinnville Interchange-Airport Road Section
(Contract No. 10,782)
Type of Work Grading, Paving, Signing
Signals & Landscaping F.A. Proj. No. State
County Yamhill Highway Salmon River (OR 18)
No. of Bidders 2 Low Bidder J. C. Compton Contractor, Inc., McMinnville
Low Bid \$ 3,735,223.75

Engineer's Recommendation: Award to responsive low bidder subject to concurrence of the City of McMinnville and receipt of deposit by the City.

2nd Bidder: Kizer Excavating Company, McMinnville \$ 3,815,046.90
3rd Bidder: None

No. 3 Project La Grande-Baker Highway at Whitney Highway Section
(Contract No. 10,783)
Type of Work Grading, Paving,
Signing & Signals F.A. Proj. No. F-70(6)
County Baker Highway La Grande-Baker (ORE 237)
No. of Bidders 3 Low Bidder Weaver Construction Co., La Grande, OR
Low Bid \$ 224,592.00

Engineer's Recommendation: Pending

2nd Bidder: Civil Construction Co., La Grande, OR \$ 227,386.00
3rd Bidder: Blue Mountain Paving, Yakima, WA \$ 252,915.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-27-89

EXHIBIT A
MINUTES OF 8/15/89

No. 4 Project Warrenton-Astoria Highway at Fort Stevens Highway Section
(Contract No. 10,784)
Type of Work Grading, Paving,
Signing & Illumination F.A. Proj. No. RS-134(4)
County Clatsop Highway Warrenton-Astoria (US 105)
No. of Bidders 4 Low Bidder James W. Fowler Co., Dallas, OR
Low Bid \$ 314,409.75

Engineer's Recommendation: Award to low DBE responsive bidder.

2nd Bidder: McAdoo White, Lake Oswego, OR	\$ 339,447.00
3rd Bidder: Bayview Transit Mix., Inc., Seaside, OR	\$ 369,866.00

No. 5 Project Frenchglen-Roaring Springs Ranch Section
(Contract No. 10,785)
Type of Work Paving F.A. Proj. No. State
County Harney Highway Frenchglen (ORE 205)
No. of Bidders 4 Low Bidder R. L. Coats, Bend, OR
Low Bid \$ 625,774.00

Engineer's Recommendation: Pending

2nd Bidder: Angell Asphalt & Aggregate, Coos Bay, OR	\$ 795,369.00
3rd Bidder: Harney Rock and Paving Co., Hines, OR	\$ 850,207.50

No. 6 Project Cherry Lane-Hess Street Section
(Contract No. 10,786)
Type of Work Grading, Paving & Signing F.A. Proj. No. F-44(10)
County Jefferson Highway Warm Springs (US 26)
No. of Bidders 1 Low Bidder R. L. Coats, Bend, OR
Low Bid \$ 384,961.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: None
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-27-89

EXHIBIT A
MINUTES OF 8/15/89

No. 7 Project Penn Road-Courgar Pass Section (Contract No. 10,787)
Type of Work Grading, Paving & Signing F.A. Proj. No. State
County Lane Highway Florence-Eugene (ORE 126)
No. of Bidders 6 Low Bidder JAL Construction, Inc., Bend, OR
Low Bid \$ 386,122.92

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: James W. Fowler Co., Dallas, OR \$ 412,000.00
3rd Bidder: Wildish Corvallis Construction Co., Eugene, OR \$ 445,190.00

No. 8 Project Rose Lodge-Polk County Line (Van Douzer Unit) Section (Contract No. 10,788)
Type of Work Grading, Paving
Signing & Landscaping F.A. Proj. No. F-23(14)
County Lincoln & Tillamook Highway Salmon River (ORE 22)
No. of Bidders 5 Low Bidder Fabricators, Incorporated, Salem, OR
Low Bid \$ 2,330,287.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Morse Bros., Inc., Lebanon, OR \$ 2,461,299.00
3rd Bidder: Babler Bros. Inc. & Chetco Construction
AJV, Portland, OR \$ 2,469,051.00

No. 9 Project Corvallis/Newport Highway-Bay Boulevard (Newport) Section (Contract No. 10,789)
Type of Work Grading, Paving,
Signing & Signals F.A. Proj. No. M-6885(3)
County Lincoln Highway John Moore Road
No. of Bidders 2 Low Bidder Road & Driveway Co., Newport, OR
Low Bid \$ 326,558.40

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and City of Newport and receipt of deposit by City.

2nd Bidder: McAdoo White, Lake Oswego, OR \$ 365,282.00
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-27-89

EXHIBIT A
MINUTES OF 8/15/89

No. 10 Project Mill City-Gun Creek Section (Contract No. 10,790)

Type of Work Grading, Paving, Structures & Signing F.A. Proj. No. State

County Marion Highway North Santiam (ORE 22)

No. of Bidders 2 Low Bidder Roy L. Houck Construction, Salem, OR

Low Bid \$1,587,752.60

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: North Santiam Paving Co., Stayton, OR \$ 1,863,081.52
3rd Bidder: None

No. 11 Project S. Commercial Street-N. Santiam Highway Section
(36th Avenue SE-Cordon Road Unit) (Contract No. 10,791)

Type of Work Grading, Paving, Structures, Signing, Illumination, Signals & Landscaping F.A. Proj. No. M-1540(5) & State

County Marion Highway Kuebler Boulevard & Cordon Road

No. of Bidders 3 Low Bidder River Bend Sand & Gravel Co., Salem, OR

Alt. A
Low Bid \$5,772,306.84

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and City of Salem and receipt of deposit by City.

2nd Bidder: Kiewit Pacific Co., Vancouver, WA (Alt. "B") \$6,662,985.20
3rd Bidder: Tri-State Const., Inc., Bellevue, WA (Alt. "B") \$7,059,011.00

No. 12 Project N.E. Portland Highway at N.E. 201st Avenue and N.E. 223rd Avenue Section (Contract No. 10,792)
State

Type of Work Grading, Paving & Signing F.A. Proj. No. State

County Multnomah Highway Northeast Portland (US 30 Bypass)

No. of Bidders 5 Low Bidder Oregon Asphaltic Paving, Portland, OR

Low Bid \$ 142,503.70

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Dirt & Aggregate Interchange, Troutdale, OR \$ 149,842.00
3rd Bidder: White Construction Co., Lake Oswego, OR \$ 179,006.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLEARN
Date 6-27-89

EXHIBIT A
MINUTES OF 8/15/89

No. 13 Project S.W. Canby Street-S.W. Taylors Ferry Road (Portland) Sec.
(Contract No. 10,793)
Type of Work Grading, Paving, Signing,
Signals & Landscaping F.A. Proj. No. IX-9383(5)
County Multnomah Highway S.W. Terwilliger Boulevard
No. of Bidders 2 Low Bidder Gelco Construction Co. dba
Gradeline Construction, Salem, OR
Low Bid \$1,297,575.00
Engineer's Recommendation: Pending
2nd Bidder: Fabricators, Incorporated, Salem, OR \$1,624,113.00
3rd Bidder: None

No. 14 Project S.W. Vermont Street-S.W. Barbur Boulevard (Portland) Sec.
(Contract No. 10,794)
Type of Work Grading, Paving, Signing,
Signals & Landscaping F.A. Proj. No. IX-9420(3)
County Multnomah Highway S.W. Bertha Boulevard
No. of Bidders 2 Low Bidder Gelco Construction Co. dba
Gradeline Construction Co., Salem, OR
Low Bid \$1,291,832.00
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence
of FHWA and the City of Portland and receipt of deposit by the City.
2nd Bidder: K. F. Jacobsen & Co., Inc., Portland, OR \$1,617,237.00
3rd Bidder: None

No. 15 Project Monmouth Avenue-Pacific Highway W. (Monmouth) Section
(Contract No. 10,795)
Type of Work Grading & Paving F.A. Proj. No. M-6720(2)
County Polk Highway Jackson Street (City Street)
No. of Bidders 4 Low Bidder Morse Bros., Inc., Lebanon, OR
Low Bid \$ 79,144.00
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence
of FHWA and the City of Monmouth and receipt of deposit by the City.
2nd Bidder: Martin & Wright Paving Inc./Flintstone
Crushing & Const. Co., AJV, McMinnville, OR \$ 92,680.00
3rd Bidder: River Bend Sand & Gravel Co. DBA \$ 92,730.00
Salem Road & Driveway

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-27-89

EXHIBIT A
MINUTES OF 8/15/89

No. 16 Project Pedee Creek Road Bridges 10205A & 10207A Section
(Contract No. 10,796)
Type of Work Grading, Base & Structures F.A. Proj. No. MABROS-BROS-2700(10)
County Polk Highway Pedee Creek Road
No. of Bidders 4 Low Bidder JAL Construction, Inc., Bend, OR
Low Bid \$ 235,771.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Polk County and deposit by the County.

2nd Bidder: Berning Construction Co., Wilsonville, OR \$ 247,391.00
3rd Bidder: Kip Construction Co., Eugene, OR \$ 256,883.50

No. 17 Project N. Fk. John Day River (Dale) Bridge Section
(Contract No. 10,797)
Type of Work Guard Rail F.A. Proj. No. State
County Umatilla Highway Pendleton-John Day (US 395)
No. of Bidders 3 Low Bidder Civil Construction Company, La Grande, OR
Low Bid \$ 151,791.75

Engineer's Recommendation: Pending

2nd Bidder: Weaver Construction Co., La Grande, OR \$ 185,412.00
3rd Bidder: Coral Construction Company, Wilsonville, OR \$ 194,461.00

No. 18 Project Medical Springs Oiling Project
(Contract No. 10,798)
Type of Work Oiling F.A. Proj. No. State
County Union Highway Medical Springs (ORE 203)
No. of Bidders 5 Low Bidder Oregon Asphaltic Paving, Portland, OR
Low Bid \$ 320,003.40

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Central Oregon Pavers, Inc., Redmond, OR \$ 335,057.00
3rd Bidder: R. L. Brown Contractors, Inc., Redmond, OR \$ 357,007.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 6-27-89

EXHIBIT A
MINUTES OF 8/15/89

No. 19 Project Helvetia W.B. Off Ramp Section
Type of Work Traffic Signal F.A. Proj. No. State (Contract No. 10,799)
County Washington Highway Sunset (ORE 47)
No. of Bidders 3 Low Bidder Linco Electric Co., Albany, OR
Low Bid \$ 81,570.00

Engineer's Recommendation: Pending

2nd Bidder: Tice Electric Co., Portland, OR \$ 83,000.00
3rd Bidder: Tigard Electric, Inc., Tigard, OR \$ 86,438.30

No. 20 Project Hall Boulevard-Upper Boones Ferry Road Section

PROJECT POSTPONED

No. 21 Project Park Way-Walker Road Section
Type of Work Grading, Paving & Signing F.A. Proj. No. State (Contract No. 10,801)
County Washington Highway Cedar Hills Boulevard
No. of Bidders 6 Low Bidder Gelco Construction Co. dba
Gradeline Construction Co., Salem, OR
Low Bid \$ 189,727.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Morse Bros., Inc., Lebanon, OR \$ 209,783.25
3rd Bidder: Dirt & Aggregate Interchange, Inc., Troutdale, OR \$ 233,553.00

On June 27, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 22, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4, 6, 8, 9, 11, 14, 15 and 16 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of July, 1989

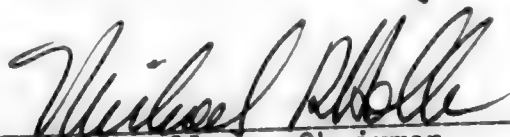

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 8/15/89


TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

- 1) Personal service contract with Stop Oregon Litter and Vandalism (SOLV) for providing a statewide educational program for reducing litter and vandalism of public property. Total cost of the contract will not exceed \$46,000 and will continue the program through June 30, 1991. (Authorize State Highway Engineer to sign contract.)
- 2) Supplemental personal service contract with Gossard-Pyron Associates for additional services to complete follow-up work of the Team Building Program in Region 3. The additional services will cost \$3,250 for a total contract cost not to exceed \$24,250. (Authorize State Highway Engineer to sign contract.)


Dated this 10 day of July, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

06-29-89

APPROVED



STATE HIGHWAY ENGINEER

Date 6/30/89

EXHIBIT A
MINUTES OF 8/15/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project South Slough (Charleston) Bridge Section (Contract No. 10,713)
Type of Work Grading, Paving & Structure F.A. Proj. No. BRF-F-51(11)
County Coos Highway Cape Arago
No. of Bidders 6 Low Bidder General Construction Co., Seattle, WA 98124

Alt. A
Low Bid \$13,262,965.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Traylor Bros., Inc., Evansville, IN (Alt. A) \$13,479,000.00
3rd Bidder: Harcon/MKB Joint Venture,
Pocatello, ID (Alt. A) \$13,929,794.00

No. 3 Project La Grande-Baker Highway at Whitney Highway Section (Contract No. 10,783)
Type of Work Grading, Paving, Signing & Signals F.A. Proj. No. F-70(6)
County Baker Highway La Grande-Baker (ORE 237)
No. of Bidders 3 Low Bidder Weaver Construction Co., La Grande, OR
Low Bid \$ 224,592.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Civil Construction Co., La Grande, OR \$ 227,386.00
3rd Bidder: Blue Mountain Paving, Yakima, WA \$ 252,915.00

No. 5 Project Frenchglen-Roaring Springs Ranch Section (Contract No. 10,785)
Type of Work Paving F.A. Proj. No. State
County Harney Highway Frenchglen (ORE 205)
No. of Bidders 4 Low Bidder R. L. Coats, Bend, OR
Low Bid \$ 625,774.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Angell Asphalt & Aggregate, Coos Bay, OR \$ 795,369.00
3rd Bidder: Harney Rock and Paving Co., Hines, OR \$ 850,207.50

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 7-10-89

EXHIBIT A
MINUTES OF 8/15/89

No. 13 Project S.W. Canby Street-S.W. Taylors Ferry Road (Portland) Sec.
(Contract No. 10,793)
Type of Work Grading, Paving, Signing, Signals & Landscaping F.A. Proj. No. IX-9383(5)
County Multnomah Highway S.W. Terwilliger Boulevard
No. of Bidders 2 Low Bidder Gelco Construction Co. dba Gradeline Construction, Salem, OR
Low Bid \$1,297,575.00
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.
2nd Bidder: Fabricators, Incorporated, Salem, OR \$1,624,113.00
3rd Bidder: None

No. 17 Project H. Fk. John Day River (Dale) Bridge Section
(Contract No. 10,797)
Type of Work Guard Rail F.A. Proj. No. State
County Umatilla Highway Pendleton-John Day (US 395)
No. of Bidders 3 Low Bidder Civil Construction Company, La Grande, OR
Low Bid \$ 151,791.75
Engineer's Recommendation: Award to low responsive bidder.
2nd Bidder: Weaver Construction Co., La Grande, OR \$ 185,412.00
3rd Bidder: Coral Construction Company, Wilsonville, OR \$ 194,461.00

No. 19 Project Helvetia W.B. Off Ramp Section
(Contract No. 10,799)
Type of Work Traffic Signal F.A. Proj. No. State
County Washington Highway Sunset (ORE 47)
No. of Bidders 3 Low Bidder Linnco Electric Co., Albany, OR
Low Bid \$ 81,570.00
Engineer's Recommendation: Award to low responsive bidder.
2nd Bidder: Tice Electric Co., Portland, OR \$ 83,000.00
3rd Bidder: Tigard Electric, Inc., Tigard, OR \$ 86,438.30

On July 10, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on June 22, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 3, and 13 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of July, 1989

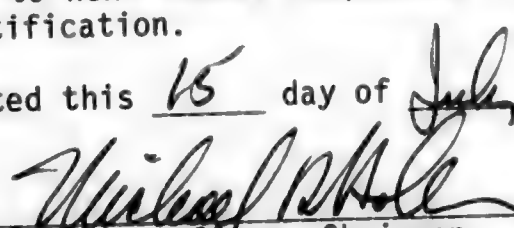

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 8/15/89

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records:

- 1) Cooperative agreement with the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Ocean Service, for planning design and establishing a high-precision Global Positioning System network in Oregon. The system will cover the entire State and include 65 new control stations and cost approximately \$96,000. The agencies involved in paying for the system include the Bureau of Land Management, the Army Corps of Engineers, the Forest Service, and the Bonneville Power Administration. The Highway Division will contribute \$30,000 in services and \$11,000 cash to the project (total cost \$41,000). The points are to be installed during this year. (Authorize State Highway Engineer to sign contract.)
- 2) Selection of consultants to provide professional writing/editorial services to improve the readability and understanding of the wide variety of documents published by the Highway Division for distribution to the public, local governments, legislature, and other agencies. The contracts will be limited to \$10,000 each with a one-year renewal option and not to exceed \$50,000 for a two-year time span. (Authorize State Highway Engineer to sign contracts.)

Dated this 15 day of July



Michael P. Hollern, Chairman
Oregon Transportation Commission

#9970	Peggy Naumann	*11/16/89
	\$10,000	
#9972	Leslie Cole	11/7/89
	\$10,000	
#9971	Arlene Landry	11/20/89
	\$10,000	

(*rec'd date)
Total \$30,000 used as of 11/30/89
Remaining \$20,000 may be used to
extend contracts next year.

10,539 Arlene Landry \$10,000 11/18/91
* 10,538 Peggy Naumann \$10,000 11/18/91

Money used up
BR
11/30/89

07-11-89

EXHIBIT B
MINUTES OF 8/15/89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

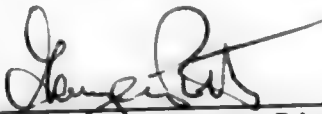
- 1) On July 11, 1989, signed Supplement No. 1 to a personal service contract with Manpower Temporary Services to provide temporary personnel services through June 30, 1990. The supplement increases the consideration by \$100,000 to a new sum not to exceed \$200,000. (Transportation Commission approved July 15, 1988.)
- 2) On July 18, 1989, approved a personal service contract with Lynn Reer to conduct the following classes at a cost not to exceed \$3,300:

Up With English
October 30-November 30, 1989

Secretarial Writing
December 21 and 22, 1989

- 3) On July 18, 1989, approved an interagency agreement with Chemeketa Community College to conduct a Presentation Class for employees on August 29, 1989, at a cost of \$825.

Dated this 31st day of July, 1989



Gary A. Potter, Deputy Director

EXHIBIT C
MINUTES OF 8/15/89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On June 5, 1989, approved a letter of agreement with the City of Philomath for the relocation of traffic signals at the intersection of the Corvallis/Newport Highway at 19th Street. (Approved by Bill Anhorn for State Highway Engineer.)
- 2) On June 5, 1989, approved a cooperative improvement agreement with the Confederated Tribes of the Warm Springs Reservation for installation of recreational information signs on the Warm Springs Highway at Simnasho Road and Agency Hot Springs and on the Wapinitia Highway at Wapinitia Road. The State will install and maintain the signs and the Tribes will pay \$3,000. (Approved by Bill Anhorn for State Highway Engineer.)
- 3) On June 23, 1989, approved an interagency agreement with Oregon State University for evaluation of pavement damage caused by single-tired axles. This is the second agreement with OSU for this study as the original agreement expired before the final report was completed. This agreement allows the University to complete the study by July 31, 1989, for the originally agreed upon fee of \$5,000.
- 4) On June 27, 1989, approved an intergovernmental agreement with the Federal Highway Administration for a study entitled "Rockfall Hazard Rating System". Federal Highway Administration will pay the State \$157,562.
- 5) On June 29, 1989, approved a personal service contract with Gossard-Pyron Associates for assisting Region 4 in working toward long-term change in the structure and efficiency of the organization. This will involve identification and numbers of Decision Teams within the Region. The contract covered the period June 20 and 21, 1989, at a cost not to exceed \$675.68.

EXHIBIT C
MINUTES OF 8/15/89

- 6) On July 5, 1989, approved the removal of a traffic signal on the Nehalem Highway No. 102, M.P. 56.00, in the vicinity of Pittsburg in Columbia County. This signal was installed in 1964 in response to high log truck volumes. At the present time, logging has virtually ceased, and it is expected that this situation will continue for an indefinite period of time. (Approved by Bill Anhorn for State Highway Engineer.)
- 7) On July 7, 1989, signed a personal service contract with TAMS Consultants, Inc., for preliminary engineering services on the East Portland Freeway-Rock Creek Junction, Clackamas Highway (Sunrise Corridor) in Clackamas County. The contract covers the period July 12, 1989, to December 31, 1991, at a cost not to exceed \$440,000. (Bill Anhorn signed for Donald E. Forbes. Transportation Commission approved January 13 and May 16, 1989.)
- 8) On July 12, 1989, approved an interagency agreement with Tri-Met to conduct a survey to determine transportation financing and prioritization attitudes of registered voters in the Portland Metro area. The agreement terminated July 14, 1989, at a cost not to exceed \$5,000.
- 9) On July 12, 1989, approved a personal service contract with Gossard-Pyron Associates to provide team building training in Region 1 effective upon Executive Department approval to October 1, 1989, at a cost not to exceed \$6,500.
- 10) On July 12, 1989, approved a request for increase in project authorization on the S. Umpqua River (Caroline Raymond) Bridge on Tiller-Trail Highway in Douglas County (Contract No. 10,674) in the amount of \$105,048.41 or 9.28 percent.
- 11) On July 19, 1989, approved an emergency contract with *Westech Engineering to provide site overview, testing, and other associated work to remove underground storage (gas) tanks and contaminated soils found during the construction project on Scholls Highway at Hall Blvd. in Washington County (Contract No. 10,781).

A previous contract with *Westech in the amount of \$4,000 was executed to remove the tanks. An additional contract in the amount of \$8,000 was needed to completely clear the site.

I determined that this contract to clear this site of contaminated soils needed to be accomplished immediately to protect the safety of the public and to prevent delays occurring to the construction contractor. Due to the emergency nature of the situation, time was not available to formally obtain bids.

* Name incorrect. Should read Century West Engr.

EXHIBIT C
MINUTES OF 8/15/89

- 12) On July 24, 1989, signed a personal service contract with the Office of Minority and Women Business and S. Brooks & Associates for performing reviews of applications from businesses seeking certification as disadvantaged business enterprises. The cost of this contract is not to exceed \$6,890 which is within the amount authorized under a previous contract covering the period March 2 to July 1, 1989. This contract covers the period July 1 to August 30, 1989. (Approved by Chairman Hollern March 2, 1989.)

Dated this 31st day of July, 1989.

William C. Forbes
For Donald E. Forbes, State Highway Engineer

EXHIBIT C
MINUTES OF 8/15/89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Rose Lodge-Polk County Line (Van Duzer Unit) Section of the Salmon River Highway in Lincoln and Tillamook Counties. Bids received June 22, 1989. Contract No. 10,788 awarded on July 6, 1989, to Fabricators, Incorporated, Salem, at \$2,330,287.50.
- 2) Work on the Cherry Lane-Hess Street Section of the Warm Springs Highway in Jefferson County. Bids received June 22, 1989. Contract No. 10,786 awarded on July 6, 1989, to R. L. Coats, Bend, at \$384,961.50.
- 3) Work on the Corvallis/Newport Highway-Bay Boulevard Section of John Moore Road in Newport, Lincoln County. Bids received June 22, 1989. Contract No. 10,789 awarded on July 6, 1989, to Road & Driveway Co., Newport, at \$326,558.40.
- 4) Work on the Monmouth Avenue-Pacific Highway West Section of Jackson Street in Monmouth, Polk County. Bids received June 22, 1989. Contract No. 10,795 awarded on July 6, 1989, to Morse Bros., Inc., Lebanon, at \$79,144.00.
- 5) Work on the Pedee Creek Road Bridges 10205A and 10207A in Polk County. Bids received June 22, 1989. Contract No. 10,796 awarded on July 6, 1989, to JAL Construction, Inc., Bend, at \$235,771.00.
- 6) Work on the S. Commercial St.-N. Santiam Hwy. Section, 36th Ave. S.E.-Cordon Rd. Unit of Kuebler Blvd. and Cordon Rd. in Marion County. Bids received June 22, 1989. Contract No. 10,791 awarded on July 6, 1989, to River Bend Sand & Gravel Co. dba Salem Rd. & Drwy., Salem, at \$5,772,306.84 (Alternate A).
- 7) Work on the Warrenton-Astoria Highway at Fort Stevens Highway in Clatsop County. Bids received June 22, 1989. Contract No. 10,784 awarded on July 10, 1989, to James W. Fowler Co., Dallas, at \$314,409.75.

EXHIBIT C
MINUTES OF 8/15/89

- 8) Work on the S.W. Canby Street-S.W. Taylors Ferry Road Section of S.W. Terwilliger Boulevard in Portland, Multnomah County. Bids received June 22, 1989. Contract No. 10,793 awarded on July 17, 1989, to Gelco Construction Company dba Gradeline Construction Company, Salem, at \$1,297,575.00.
- 9) Work on the S.W. Vermont Street-S.W. Barbur Boulevard Section of S.W. Bertha Boulevard in Portland, Multnomah County. Bids received June 22, 1989. Contract No. 10,794 awarded on July 17, 1989, to Gelco Construction Company dba Gradeline Construction Company, Salem, at \$1,291,832.00.
- 10) Work on the South Slough (Charleston) Bridge Section of Cape Arago Highway in Coos County. Bids received June 22, 1989. Contract No. 10,713 awarded on July 19, 1989, to General Construction Company, a Division of Wright Schuchart, Inc., Seattle, Washington, at \$13,262,965.00 (Alternate A).
- 11) Work on the La Grande-Baker Highway at Whitney Highway in Baker County. Bids received June 22, 1989. Contract No. 10,783 awarded on July 19, 1989, to Weaver Construction Co., La Grande, at \$224,592.00.

Dated this 31st day of July, 1989

William J. [Signature]
for Donald E. Forbes, State Highway Engineer

EXHIBIT C
MINUTES OF 8/15/89

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and
Contract No.

Section and County

Dirt & Aggregate Interchange, Inc.
Contract No.: 10589
Acceptance Date: June 29, 1989

SW Rosedale Rd/Hillsboro City
Limits/Washington County

Stach Const. Co., Inc. Stach Equip.
Contract No. : 10577
Acceptance Date: June 29, 1989

Gate Creek (Vida) Bridge
Lane County

Bob Angell, Inc.
Contract No. : 10545
Acceptance Date: June 27, 1989

Irrigon-Umatilla
Morrow and Umatilla County

Riedel International, Inc.
Contract No. : 10646
Acceptance Date: June 7, 1989

Coos Bay (McCullough) Bridge
Coos County

Pynch-Turner, Inc
Contract No. : 10671
Acceptance Date: June 7, 1989

Coos Bay-Roseburg Hwy Rockfall
Coos County

J.L. Arndt Construction
Contract No. : 10551
Acceptance Date: June 7, 1989

Green Springs Hwy Rockfall
Jackson County

Transtate Paving Co.
Contract No. : 10502
Acceptance Date: June 7, 1989

Ore/Wash Hwy-Walla Walla Rv.
(Milton-Freewater)
Umatilla County

M.C. Lininger and Sons, Inc.
Contract No. : 10517
Acceptance Date: June 7, 1989

Sams Valley Hwy Junction -
Shady Cove, S. Unit
Jackson County

Benton Electric, Inc.
Contract No. : 10542
Acceptance Date: June 2, 1989

Pacific Hwy @ Hawthorne Ave.
(Salem)
Marion County

Roy L. Houck Construction Co.
Contract No. : 10530
Acceptance Date: July 25, 1989

Farewell Bend/North Fork
Jacobsen Gulch
Malheur County

RECEIVED STATE HWY ENGR							
JUL 25 '89							
ASSIGNED TO							
FOR							
INFO	INVS	ROUGH	DRAFT	DIRECT	REPLY	SIGN	ACT
FILE							

EXHIBIT C
MINUTES OF 8/15/89

Report of Action Under
Delegated Authority By
State Highway Engineer
Page 2

Contractor and
Contract No.

Section and County

Bob Angell, Inc.
Contract No. : 10566
Acceptance Date: July 25, 1989

Crater Lake Hwy/Brownsboro
Jackson County

Fabricators, Inc.
Contract No.: 10576
Acceptance Date: July 25, 1989

Princeton-Jordan Valley
Rock Production
Harney and Malheur County

J.C. Compton Contractors, Inc.
Contract No.: 10425
Acceptance Date: July 25, 1989

Powell Butte Jct.- Arnold Ice
Cave Road
Deschutes County

W.R. Grasle Co.
Contract No.: 10654
Acceptance Date: July 25, 1989

Nehalem St. and Bridge St.
(Clatskanie)
Columbia County

Holm II, Inc.
Contract No.: 10683
Acceptance Date: July 25, 1989

"D" Canal & Lost River Bridges
Klamath County

Portable Rock Production Co.
Contract No.: 10729
Acceptance Date: July 25, 1989

Sisters Rock Production
Project
Deschutes County

J.C. Compton Contractors, Inc.
Contract No.: 10374
Acceptance Date: July 24, 1989

Mill Cr Dr BNRR Structure
Washington County


J.C. Compton Contractor, Inc.
Contract No.: 10622
Acceptance Date: July 25, 1989

Region 4 Preservation
Projects
Various Counties

EXHIBIT 6
MINUTES OF 8/15/89

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY To Date</u>
Original Authorization:	\$27,429,547.17	\$464,881,521.82
Anticipated Costs:	\$27,230,479.02	\$484,202,438.40
Percentage Overruns (underruns):	(-) 0.7%	+ 4.2%



Donald E. Forbes
State Highway Engineer

DATE: July 25, 1989

BLW:dec
07252d

EXHIBIT D
MINUTES OF 8/15/89

DATE: AUGUST, 1989

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 23) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Administrative Order No. 33), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (23-43) (Administrative Order No. 33)

- 1) CLACKAMAS COUNTY: PACIFIC HWY. EAST-CASCADE SECTION - CLACKAMAS HWY.:
File 38439 - Containing 7,300 square feet; \$51,100; Approved 7/31/89.
- 2) CLACKAMAS COUNTY: WILDWOOD-FOREST BOUNDARY SECTION - MT. HOOD HWY.:
File 33177 - containing 240 square feet; \$100; Approved 7/20/89.
- 3) COOS COUNTY: RINK CR.-MYRTLE POINT SECT. - COOS BAY-ROSEBURG HIGHWAY:
File 47009 - containing 0.06 acre; \$250; Approved 7/31/89.
- 4) JOSEPHINE COUNTY: ROBERTSON BR.-REDWOOD HWY. SECT. - ROGUE RIVER LOOP:
File 12732 - containing 1.08 acres; \$15,500; Approved 7/31/89.
- 5) LANE COUNTY: OAKHILL-EUGENE-SPRINGFIELD SECT. - FLORENCE-EUGENE HWY.:
File 44399 - containing 1.0 acre; \$27,000; Approved 7/20/89.
- 6) LANE COUNTY: OAKHILL-EUGENE-SPRINGFIELD SECT. - FLORENCE-EUGENE HWY.:
File 44462 - containing 0.31 acre; \$8,100; Approved 7/20/89.
- 7) LANE COUNTY: SPRINGFIELD SECTION - MCKENZIE HIGHWAY: - File 16257-
containing 2,350 square feet; \$9,600; Approved 7/20/89.
- 8) MULTNOMAH COUNTY: 104TH AVENUE-122ND AVENUE UNIT - MT. HOOD HIGHWAY:
File 46453 - containing 19,139 square feet; \$20,000; Approved 7/20/89.
- 9) MULTNOMAH COUNTY: FREMONT INTERCHANGE-SUNSET INT. - STADIUM FREEWAY:
File 33680 - containing 260 square feet; \$5,600; Approved 7/31/89.
- 10) MULTNOMAH COUNTY: MARQUAM BR.-S.E. 84TH AVE. SECT - MT. HOOD FREEWAY:
File 45120 - containing 17,417 square feet; \$21,000; Approved 7/31/89.
- 11) POLK COUNTY: RICKREALL-CORVALLIS - PACIFIC WEST HIGHWAY: File 10168
containing 5 acres; \$1,500; Approved 7/31/89.
- 12) WASHINGTON COUNTY: DENNY RD.-PACIFIC HWY. W. - BEAVERTON-TIGARD HWY.:
Files 32675, 32676, 32678 - containing 14,000 square feet (includes
5,750 square feet located in SW 95th Ave.); \$30,400; Approved 7/07/89.

AGREEMENTS: (23-50) (Administrative Order No. 33)

- 13) ODOT Agreement No. RR 1135 with Southern Pacific Transportation Company for three easements to construct highway slopes for retaining wall purposes; Project "E" AVE.-LADD ST. SECT. - OSWEGO HWY.; CLACKAMAS COUNTY; Contract No. 10361; \$5,200; R/W File 54566; Approved 7/25/89.
- 14) Three-year Supplemental Agreement @ \$1,200 per year with Weyerhaeuser; HARNESS MT. COMMUNICATION SITE; LANE and DOUGLAS COUNTIES; App. 7/89.
- 15) Five-year Lease with Weyerhaeuser for NOAH BUTTE MICROWAVE SITE; COOS COUNTY; File 48254; Fee for lease \$6,500. Expiration date 8/12/94.

EXHIBIT D
MINUTES OF 8/15/89

Report of Actions Taken Under Delegated Authority
August, 1989
Page Two

INDENTURES OF ACCESS:

- 16) File 13264 - with Nordic Veneers, Inc. on the Northerly side of the ROSEBURG-DIXONVILLE SECTION of the relocated NORTH UMPQUA HIGHWAY; DOUGLAS COUNTY; Approved and 6/13/89.
- 17) File 16117 - with Davidson's on the Southerly side of the LAGRANDE-NORTH POWDER SECTION of the LAGRANDE-BAKER HIGHWAY; UNION COUNTY; Approved 5/04/89.
- 18) File 34027 - with Norbert L. and Bilita K. Hemshorn on the Southerly side of the REX HILL-NEWBERG SECTION of the PACIFIC WEST HIGHWAY; YAMHILL COUNTY; Approved 6/09/89.
- 19) File 45078 - with New Hope Evangelical Free Church on the northerly side of the WINSTON-SHADY SECTION; of the COOS BAY-ROSEBURG HIGHWAY; DOUGLAS COUNTY; Approved 4/10/89.
- 20) File 45079 - with David W. & Kristie Ann Haines on the northerly side of the WINSTON-SHADY SECTION; of the relocated COOS BAY-ROSEBURG HWY.; DOUGLAS COUNTY; Approved 5/24/89.
- 21) Files 50056, 50057, 50152 - with James Prosser on the Westerly side of the BEND SCL-MURPHY ROAD SECTION; of THE DALLES-CALIFORNIA HIGHWAY; DESCHUTES COUNTY; Approved 7/10/89.

R/W SERVICE AGREEMENTS: (23-45) (Administrative Order No. 33)

- 22) R/W Service Agreement #291 (Supplemental); C. & A. 8973; with LANE COUNTY; State agrees to act for County in performing services related to the acquisition of right-of-way for miscellaneous selected projects by County; Advance Deposit \$5,000; Approved 6/22/89.
- 23) R/W Service Agreement #350 with Multnomah County; C. & A. 9661; This is an Umbrella Agreement covering various County road projects which was approved 8/11/88 and currently covers the following projects:
 - S.E. 182ND AVE.-S.E. 190TH AVE. - S.E. YAMHILL ST. (COUNTY ROAD)
 - S.E. DIVISION ST.-S.E. YAMHILL - S.E. 190TH AVENUE (COUNTY ROAD)
 - S.E. 174TH @ S.E. DIVISION - S.E. 174TH AVENUE (COUNTY ROAD)
 - N.E. 162ND @ N.E. GLISAN - N.E. 162ND AVENUE (COUNTY ROAD)Advance Deposit for 100% of the total estimated acquisition cost of all parcels in a given total project shall be made by County before services are performed by State except preliminary cost estimates.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (23-65) (Administrative Order No. 33)

BENTON COUNTY:

CORVALLIS BY-PASS - CORVALLIS-NEWPORT HIGHWAY:
57454 Jack V. Hall; Margaret W. Hall;
William C. Palmer; Nadine M. Palmer;
Clara Lahmon

\$238,000 App. 7/20/89

EXHIBIT D
MINUTES OF 8/15/89

Report of Actions Taken Under Delegated Authority
August, 1989
Page Three

OPTIONS: (Continued)

CLACKAMAS COUNTY:

CASCADE HWY. N.-LESTER AVE. - JOHNSON CREEK BLVD.:
58054 Frances C. Robertson \$ 50,000 App. 7/20/89
(aka Frances C. Spencer)

CLACKAMAS-BORING HWY. @ S.E. 222ND AVENUE - CLACKAMAS-BORING HIGHWAY:
57610 Claire M. Mintun \$ 1,500 App. 7/26/89

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:
57808 Larry & Maxine Baughman \$ 1,750 App. 7/18/89
57814 Joan M. Oas \$ 5,000 App. 7/20/89
57816 Marlin & Violet Burley \$ 9,200 App. 7/24/89

CLATSOP COUNTY:

DOOLEY BRIDGE-CANNON BEACH JUNCTION - OREGON COAST HIGHWAY:
58212 Geoffrey L. & Marsha L. Stone (C.P.) \$ 250 App. 7/24/89
(Fee Owners: Shellgren; Lackstrom; Chillquist)
58217 City of Seaside \$ 150 App. 6/30/89

COLUMBIA COUNTY:

COLUMBIA CITY NCL-WARREN - (LOWER) COLUMBIA RIVER HIGHWAY:
58297 Roland J. & Barbara Lippold \$ 85,000 App. 7/24/89

SCL SCAPPOOSE-MULTNOMAH COUNTY LINE - COLUMBIA RIVER HIGHWAY:
58299 Barry & Darlene J. Hess \$ 1,550 App. 7/20/89

COOS COUNTY:

CURTIS AVENUE-COALBANK SLOUGH - OREGON COAST HIGHWAY:
58147 Tower Motor Company \$ 7,300 App. 7/28/89
58150 Tower Motor Company \$ 12,975 App. 7/27/89

SOUTH SLOUGH (CHARLESTON) BRIDGE - CAPE ARAGO HIGHWAY:
56767 South Coast Seafoods \$ 2,500 App. 6/30/89
(Supplemental #2 - Well)

DESCHUTES COUNTY:

O'NEIL JUNCTION-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:
57540 Blaine E. & June C. Schneider \$ 27,500 App. 7/05/89
57562 John C. & Juanita F. Ryan \$ 6,000 App. 7/06/89
57580 Charles Ross & Virginia Faye Every \$ 2,000 App. 6/30/89
57597 Deschutes County \$ 150 App. 7/26/89
57602 Robert E. & Jeanette M. Hewitt \$ 1,900 App. 7/20/89

EXHIBIT D
MINUTES OF 8/15/89

Report of Actions Taken Under Delegated Authority
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Page Four

OPTIONS: (Continued)

DOUGLAS COUNTY:

CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:

57457	Betty L. Standley; John Robert Standley, Trustee for Miles O. Standley Robert & Deborah A. Cummings	\$ 3,300	App. 6/30/89
57463	Jean Mann, Trustee	\$ 3,725	App. 6/30/89
57483	Glen Golgert; Robert J. Looney; Vickie M. Looney	\$ 1,425	App. 6/30/89

CAMAS VALLEY #2 - COOS BAY-ROSEBURG HIGHWAY:

57455	Douglas Electric Cooperative, Inc.	\$ 5,725	App. 6/30/89
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HARVARD AVENUE @ UMPQUA ST. - HARVARD AVENUE (CITY STREET):

58232	Jon E. & Andria F. Hopkins	\$ 1,850	App. 7/26/89
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YONCALLA MAINTENANCE SITE (Not located on State Highway):

58296	Bohemia, Inc. (Exchange: Bohemia's 29.02 acres valued @ \$60,000 plus cash \$52,800 for State's two parcels valued @ \$112,800 - Files 7819 & 6549)	\$ 60,000	App. 7/26/89
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JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JUNCTION - REDWOOD HIGHWAY:

57384	Southern Pacific Transportation Company	\$ 2,200	App. 7/06/89
57391	Stone Forest Industries, Inc.	\$ 155,100	App. 7/20/89
57422	United Auto Body (Sign)	\$ 1,000	App. 7/18/89
58580	McDonald's Corporation	\$ 63,638	App. 7/12/89

KLAMATH COUNTY:

WILLIAMSON RIVER-MODOC POINT - THE DALLES-CALIFORNIA HIGHWAY:

55388	United States of America Bureau of Indian Affairs	\$ 10,250	App. 6/30/89
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LINCOLN COUNTY:

ALSEA BAY BRIDGE - OREGON COAST HIGHWAY:

58326	James & Ethel Huffman	\$ 600	App. 6/30/89
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EXHIBIT D
MINUTES OF 8/15/89

Report of Actions Taken Under Delegated Authority
August, 1989
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LINN COUNTY:

LAKE CREEK-PACIFIC HIGHWAY - CORVALLIS-LEBANON HIGHWAY:

57673	Cecil M. & Frances C. Schy	\$ 1,825	App. 6/30/89
57674	Clyde Montgomery; Norm Younger (Crop only)	\$ 112	App. 6/30/89
57677	B. Bond Starker, Personal Representative of the Estate of T. J. Starker; Eastgate Construction, et al (Material Source)	\$ 100	App. 6/30/89
57678	Gus McCarty; Max McCarty	\$ 13,500	App. 7/06/89
57679	C.D. Spencer, Jr.; Larry L. Bassinger (Material Source)	\$ 100	App. 7/07/89
57688	John E. & Verna L. Brinson	\$ 250	App. 7/24/89
57690	Betty Evelyn Redifer	\$ 5,500	App. 6/30/89

QUEEN AVE.-CORVALLIS/LEBANON HIGHWAY - ALBANY-JUNCTION CITY HIGHWAY:

55482	Irene Coburn	\$ 100	App. 6/30/89
55488	Donald E. & Carol J. Digesti	\$ 100	App. 6/30/89

SANTIAM HIGHWAY @ M.P. 33.9 - SANTIAM HIGHWAY:

58295	U. S. Army Corp of Engineers (Timber on Easement Area)	\$ 3,190	App. 6/30/89
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MARION COUNTY:

LITTLE NORTH FORK - NORTH SANTIAM HIGHWAY:

58279	Ivan & Mary Jean Warrick	\$ 5,000	App. 7/26/89
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MILL CITY-GUN CREEK - NORTH SANTIAM HIGHWAY:

58559	Dept. of the Army Portland District Corp of Engineers	\$ Donation	App. 7/20/89
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MORROW & UMATILLA COUNTIES:

BUTTER CREEK JUNCTION-OLD OREGON TRAIL HWY. - LEXINGTON-ECHO HIGHWAY:

58655	Hawkins Company, Inc.	\$ 1,500	App. 7/18/89
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MULTNOMAH COUNTY:

N. CHAUTAUQUA AVENUE-N. DELEWARE AVENUE - N. COLUMBIA BLVD.:

58458	Edward E. Schlessor	\$ 1,400	App. 7/06/89
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S.E. 182ND-S.E. 190TH - S.E. YAMHILL STREET:

58384	Raffaele & Francesca Cortese	\$ 2,000	App. 7/06/89
58385	Joseph M. & Susan A. Perletti	\$ 1,550	App. 7/06/89
58386	Tilda Creech	\$ 3,400	App. 7/24/89
58388	Daniel & Marie Teune; Roger & Nancy Teune	\$ 300	App. 7/26/89
58524	Tom Garbarino	\$ 750	App. 7/05/89

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Report of Actions Taken Under Delegated Authority
August, 1989
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OPTIONS: MULTNOMAH COUNTY: (Continued)

S.E. 221ST - S.E. 242ND AVENUE - STARK STREET:

58430	Lawrence C. Strutz	\$ 1,175	App. 7/20/89
58431	E. Carol Jarmer	\$ 1,925	App. 7/20/89
58437	Colin T. & Lisa A. Roberts	\$ 1,725	App. 6/30/89

SKYLINE @ CORNELIUS PASS - SKYLINE BLVD.:

58525	Donald L. Motz; Shirley M. Motz; & Nancy M. Motz	\$ 1,925	App. 7/06/89
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UMATILLA COUNTY:

BUTTER CREEK JUNCTION-OLD OREGON TRAIL HIGHWAY -HERMISTON HIGHWAY:

58011	Westland Irrigation District	\$ 100	App. 7/18/89
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N.C.L. STANFIELD-STANFIELD INTERCHANGE - UMATILLA-STANFIELD HIGHWAY:

58329	Inland Empire Bank	\$ 300	App. 7/13/89
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WASHINGTON COUNTY:

BEAVERTON-TUALATIN HWY. @ S.W. MCDONALD STREET - BEAVERTON-TUALATIN HIGHWAY:

56991	Sven & Anne E. Von Heideken	\$ 9,000	App. 7/20/89
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PACIFIC HIGHWAY @ S.W. CANTERBURY - PACIFIC HIGHWAY WEST:

57698	Walter D. Pelett	\$ 400	App. 7/17/89
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ROCK CREEK BLVD.-T.V. HIGHWAY - 185TH AVENUE:

55820	Edward Zakocs, Jr.	\$ 9,200	App. 6/30/89
	Patricia E. Zakocs		
55841	Kwik-Chek Realty Company, Inc.	\$346,450	App. 6/30/89

SCHOLLS @ HALL - SCHOLLS HIGHWAY:

57034	Pacific First Federal Savings & Loan Assn. (Supplemental: relocation of waterline)	\$ 625	App. 7/20/89
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SCHOLLS HWY. @ S.W. BLVD. (BEAVERTON) - SCHOLLS HIGHWAY:

57041	Denny's Inc.	\$ 550	App. 7/20/89
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S.E. 21ST AVENUE-S.E. BASELINE ROAD - TUALATIN VALLEY HIGHWAY:

57650	Jack F. Bernard; Margaret Bernard; Francis Holboke	\$ 1,405	App. 7/05/89
57654	Aileen M. & Rex L. Howell	\$ 1,000	App. 7/13/89
57671	Velta B. Jones	\$ 1,095	App. 7/26/89

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MINUTES OF 8/15/89

Report of Actions Taken Under Delegated Authority
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OPTIONS: WASHINGTON COUNTY: (Continued)

S.W. BOONES FERRY RD.-S.W. 93RD AVE. (TUALATIN) - S.W. SAGERT STREET:
58512 Tigard School District \$ 500 App. 7/12/89

WASHINGTON SQUARE DRIVE #2 - HALL BLVD.:
56981 Nesbitt Partners Portland Venture Ltd., \$Donation App. 6/30/89
A California Limited Partnership

WHEELER COUNTY:

MITCHELL-KEYES CREEK SUMMIT (EAST UNIT) - OCHOCO HIGHWAY:
58093 Alva & Barbara Clark \$ 1,000 App. 6/30/89

Dated this 2nd day of August, 1989


Steven Green, Right of Way Manager



EXHIBIT E
MINUTES OF 8/15/89

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On July 5, 1989, approved a Historic Preservation Fund with Northwest Triangle Business Associates, Multnomah County for planning project for 13th Avenue Historic District Preservation in the amount of \$8,000.00.

On July 5, 1989, approved an Oregon Property Management Addendum with Historic Preservation League of Oregon in Multnomah County for West Block Pre-Development.

On July 5, 1989, approved a Historic Preservation Fund addendum with Portland Development Commission in Multnomah County for New Chinatown Historic District in the amount of \$2,000.00.

On July 5, 1989, approved Rick Ponte's request to place 11 cabins at the existing Doubletree Ranch Resort within the Rogue River Scenic Waterway in Josephine County.

On July 5, 1989, approved E.R. Barton of Boise Cascade's request to log burned off timber within the Grande Ronde River Scenic Waterway in Wallowa County.

On July 5, 1989, approved Anthony Aguiar's request to place an irrigation pump and line within the Rogue River Scenic Waterway in Josephine County.

On July 5, 1989, approved J. Robert Egan, MD's request to construct a garage workshop with loft and pumphouse within the Illinois River Scenic Waterway in Josephine County.

EXHIBIT E
MINUTES OF 8/15/89

Oregon Transportation Commission
Page Two

On July 7, 1989, approved John Bigelow's request to repair existing access bridge and replace damaged structural portions of the bridge within the McKenzie River Scenic Waterway in Lane County.

On July 11, 1989, approved an Oregon Property Management addendum with Save the Spires, Inc. in Linn County for spire restoration United Presbyterian Church.

On July 11, 1989, approved a permit with Ray Hill in Tillamook County for a water tank at Oswald West State Park in the amount of \$1,000.00.

On July 16, 1989, approved a Miscellaneous Use Permit with Dennis Cone in Clackamas County for perc tests for possible drainfield in the amount of \$100.00.

On July 17, 1989, approved an addendum to the Memorandum of Understanding of June 25, 1987 with the U.S. Department of the Interior, Bureau of Land Management - Prineville District in Deschutes County to provide for additional financial assistance to fund position with the B.L.M.

On July 21, 1989, approved NW Timber Affiliates, Inc. request to conduct salvage logging and/or thinning within the Rogue River Scenic Waterway in Josephine county.

On July 31, 1989, approved Gary and Jack Jantzer's request to conduct logging and construct a road within the Rogue River Scenic Waterway in Josephine County.

On July 31, 1989, approved James Haight's request to conduct testing of placer association claims within the John Day River Scenic Waterway in Grant County.

On July 31, 1989, approved Willis Kimball's request to conduct logging within the John Day River Scenic Waterway in Grant County.

Dated this 3rd day of August, 1989


David G. Talbot, State Parks Administrator

DGT/sg

EXHIBIT F
MINUTES OF 8/15/89

July 13, 1989

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

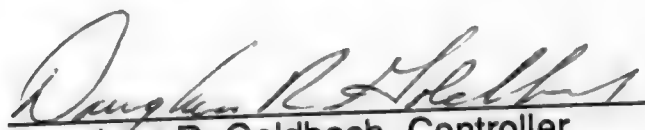
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On July 13, 1989, \$3,680,346.81 was distributed to the counties as their share of motor vehicle revenues for the month of June, 1989.

On July 13, 1989, \$ 2,272,953.71, was distributed to the cities for the month of June, 1989

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 13th day of July, 1989.


Douglass R. Goldbach, Controller
Highway Division

cc: Bob Bothman
John Elliott

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

TOUR
DINNER MEETING
SEPTEMBER 18, 1989

AND

BREAKFAST
AGENDA REVIEW
FORMAL MEETING
LUNCHEON
WORKSHOP
SEPTEMBER 19, 1989

IN
JOHN DAY AND CANYON CITY, OREGON

At 3 p.m., September 18, 1989, the Transportation Commission met the John Day-Canyon City local officials for a tour of the area by bus. Those present on the tour were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Carol Mitchell, representing Public Affairs
Don Forbes, State Highway Engineer
Robert Hector, Region 5 Engineer
Roger Lang, Region 5 Federal Aid Specialist
Owen Lucas, Region 5 Parks Supervisor
Kevin Campbell, Grant County Judge
Bob Holland, Grant County Commissioner
Bill Deist, John Day City Administrator
Susan Monahan, reporter for Blue Mountain Eagle Newspaper,
John Day
Fran Neavoll, Commission Services

(Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.)

The Commission, staff, and local officials traveled 13 miles on US26 to Prairie City where they viewed the State and City cooperative project of a new sidewalk and concrete steps. They then traveled over the Prairie City-Forest Boundary Section (Bikeway) Project on US26 to a viewpoint of the Strawberry Range and a Grant County Geological Marker. Grant County Judge Campbell spoke concerning the designation of US26 as an Access Oregon Route and the potential for increased tourism.

The bus then returned to John Day for viewing of Bridge Street, a small city allotment project which had just been completed. Mr. Deist explained the channelization project on the west end, which starts at Third Street and extends past the John Day Plaza. He urged that this project remain in the Six-Year Highway Improvement Program Update. The tour concluded at the Kam Wah Chung Museum and park located on Canton Street. The park adjoining the museum is a joint cooperative effort of the City and the Parks Division. The tour ended at approximately 5:30 p.m.

At 7 p.m., the Transportation Commission had dinner with local officials at the Sunset Inn of John Day, Banquet Room, 390 West Main Street in John Day. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Carol Mitchell, representing Public Affairs
Jim Hunter, Deputy Administrator of Motor Vehicles
Dinah Van Der Hyde, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
Bob Hector, Region 5 Engineer
Al Steger, Assistant Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present for the dinner and approximately 26 local officials or interested persons from the area.

Chairman Hollern welcomed the guests and briefly explained the organization of the Department of Transportation. He said the Commission is concerned with urban congestion in the Portland area and with rural access. He indicated the need to improve access to the communities located outside the Willamette Valley.

Judge Kevin Campbell introduced Ben Ladd, Superintendent of the John Day Fossil Beds. Mr. Ladd showed a film on the John Day Fossil Beds and he asked Cynthia Tait, a former teacher at Dayville High School, to brief the Commission on the making of this film. Prior to the film, Ms. Tait explained that nine students from the Dayville High School had produced a 17-minute documentary film on the John Day Fossil Beds. She said the film was funded by a grant. She told how this project was a learning experience, as well as helping to build the students' confidence and self-esteem.

Chairman Hollern thanked the local officials for coming to the dinner and for showing the Commission the informative film on the John Day Fossil Beds. The dinner ended at 9 p.m.

At 7 a.m., September 19, 1989, a breakfast meeting was held at the Sunset Inn of John Day Restaurant with the following persons present:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Fran Neavoll, Commission Services

(Notice of the breakfast had been made by press release to the newspapers of local and general circulation throughout the State.)

September 18 and 19, 1989

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Items of informal discussion were Federal interstate funding, Oregon's representation in Washington, D.C., on Federal legislation, and the Silver Falls Retreat on November 6 and 7, 1989. No action was taken on any item discussed. The breakfast concluded at 7:45 a.m.

At 8 a.m., in the same room as breakfast the following staff members joined the Commission and Mr. Bothman for an agenda review:

Carol Mitchell, representing Public Affairs
Don Forbes, State Highway Engineer
Bob Hector, Region 5 Engineer
Jim Hunter, Deputy Administrator, Motor Vehicles Division
Dinah Van Der Hyde, representing Public Transit Division
Joni Reed, Field Representative, Public Transit Division
Roz Shirack, Policy and Finance Section
Bob Royer, Planning Engineer

(Notice of the agenda review had been made by press release to newspapers of local and general circulation throughout the State.)

Mr. Forbes discussed the revised recommendations for the delegation order which would be considered by the Commission at the formal meeting. (See formal meeting minutes for action.)

Vice Chairman Whitty asked that future changes to documents, such as the delegation order, state how it used to be and then the change. He said there needs to be easier identification on the document of the changes.

Mr. Forbes said he would also present an item at the formal meeting that was not listed on the agenda. He commented that he would be asking for authority to hire a consultant to perform teambuilding training for the Highway Division. (See formal meeting minutes for action.)

Chairman Hollern asked for the report as to the amount of funds being expended on consultants. Mr. Bothman said he would check on the status of that report.

Mr. Royer displayed maps of the proposed Lincoln Beach-Fogarty Creek Parkway on US101 in Lincoln County. There was considerable discussion on the best approach to place the utilities underground.

The total cost to underground the utilities would exceed one million dollars. Several options were discussed. The best option would underground the southerly portion of the project at an estimated \$400,000. Chairman Hollern asked staff to prepare a proposal that he could take to the Utility Board of Directors asking their participation in the project.

Mr. Hector briefed the Commission on the status of the Dooley Mountain Highway Project in Baker County.

The agenda review adjourned at 8:45 a.m.

At 9 a.m., September 19, 1989, the Oregon Transportation Commission held its regular monthly meeting at the Highway Division Maintenance Station, 315 North Canyon Boulevard in Canyon City. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Carol Mitchell, representing Public Affairs
Jim Hunter, Deputy Administrator of Motor Vehicles
Division
David Talbot, Administrator of Parks and Recreation
Division
Tom Robertson, representing Aeronautics Division
Dinah Van Der Hyde, representing Public Transit
Division
Donald E. Forbes, State Highway Engineer
Robert Hector, Region 5 Engineer
Al Steger, Assistant Division Administrator, Federal
Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern opened the meeting by saying this is the first time the Transportation Commission had met in the John Day-Canyon City area and the first time a Commission meeting had been held in a Highway Division Maintenance Facility.

Commissioner Ford moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the telephone meeting of August 15, 1989.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2814" in Commission's files, Salem.)
- 3) Interagency Agreement with the Executive Department for an Employee Assistance Program in the Highway Division at a cost of \$78,240 for the period July 1, 1989, to June 30, 1991. (Authorized State Highway Engineer to sign necessary agreement.)

4) Designated twelve Winter Recreation Parking Locations (Sno-Parks) as follows:

Little John: Located on the Mount Hood Highway (ORE35, Highway #26, M.P. 70.74, east side) in Hood River County at the junction of Forest Road 44. Estimated capacity is 40 vehicles and estimated annual plowing cost is \$5,000. Snow removal will be accomplished by the Highway Division.

Virginia Meissner: Located on Century Drive (Highway #372, M.P. 15, north side) approximately 15 miles from Bend in Deschutes County. Estimated capacity is 50 vehicles and estimated annual plowing cost is \$5,000. Snow removal will be accomplished by the Highway Division.

Willamette Pass Ski Area: Located on the Willamette Highway (ORE58, Highway #18, M.P. 61.14, both sides) in Lane County. Estimated capacity is 1,000 vehicles and the estimated annual plowing cost is \$50,000. Primary snow removal will be accomplished by the Willamette Pass ski area.

Mt. Thielsen: Located on the North Umpqua Highway (ORE138, Highway #73, M.P. 82.0, east side) in Douglas County. Estimated capacity is 10 vehicles and the estimated annual plowing cost is \$1,000. Snow removal will be accomplished by the Highway Division.

Page Mountain: Located on U.S. Forest Service Road #48 (Happy Camp Road, west side) in Josephine County. Estimated capacity is 15 vehicles and the estimated annual plowing cost is \$1,000. Snow removal will be accomplished by Josephine County.

Salt Creek: Located on U.S. Forest Service Road #39 (east side) in Wallowa County, 15 miles south of Joseph. Estimated capacity is 100 vehicles and the estimated annual plowing cost is \$6,750. Snow removal will be accomplished by Wallowa County.

Idlewild: Located on the John Day-Burns Highway (US395, Highway #48, M.P. 53.4, east side) in Harney County, approximately 20 miles north of Burns. Estimated capacity is 35 vehicles and the estimated annual plowing cost is \$1,000. Snow removal will be accomplished by the Highway Division.

Quartz Mountain: Located on the Klamath Falls-Lakeview Highway (ORE140, Highway #20, M.P. 66.7, south side) in Lake County, approximately 30 miles west of Lakeview. Estimated capacity is 15 vehicles and the estimated annual plowing cost is \$1,000. Snow removal will be accomplished by the Highway Division.

Chemult: Located on The Dalles-California Highway (US97, Highway #4, M.P. 203, west side) in Klamath County. Estimated capacity is 60 vehicles and estimated annual plowing cost is \$3,500. Snow removal will be accomplished by the Highway Division.

Bandit Springs: Located on the Ochoco Highway (US26, Highway #41, M.P. 48.7, north side) in Crook County, approximately 29 miles east of Prineville. Estimated capacity is 20 vehicles and estimated annual plowing cost is \$1,500. Snow removal will be accomplished by the Highway Division.

Sled Hill: Located on the Ochoco Highway (US26, Highway #41, M.P. 46.8, south side) in Crook County, approximately 27 miles east of Prineville. Estimated capacity is 20 vehicles and estimated annual plowing cost is \$1,500. Snow removal will be accomplished by the Highway Division.

Marks Creek: Located on the Ochoco Highway (US26, Highway #41, M.P. 49.3, north side) in Crook County, approximately 30 miles east of Prineville. Estimated capacity is 30 vehicles and estimated annual plowing cost is \$2,000. Snow removal will be accomplished by the Highway Division.

5) Adopted resolutions covering the following sections of highways:

- a) Eliminated from the State Highway System portions of the Jacksonville Highway, designated a portion of Jackson County Road No. 750 and a portion of McAndrews Road in Medford as an extension of the Jacksonville Highway in Jackson County. ("Abandonment Resolution No. 638" in Commission's files, Salem.)
 - b) Abandoned a portion of the former route and designated a new route on the N.W. St. Helens Rd.-W. Fremont Interchange Section of the Lower Columbia River Highway in Multnomah County. ("Abandonment Resolution No. 639" in Commission's files, Salem.)
 - c) Designated a new route and abandoned a portion of the Cazadero-North Fork Clackamas River Section on the Clackamas Highway in Clackamas County. ("Abandonment Resolution No. 640" in Commission's files, Salem.)
- 6) Authorized Public Transit Division to appear before the October 1989 Emergency Board to present a report on the Special Transportation Fund. The 1989-91 budget notes requested the Division to report back to the Board how the funds were being spent, such as ridership, cost of the provider to operate the service, and local ability to pay for liability insurance. (Report in Commission's files, Salem.)
- 7) Supplemental agreement with Metropolitan Service District granting an additional \$9,037 in State Funds for transportation planning in Fiscal Year 1990. (Authorized State Highway Engineer to sign supplement.)
- 8) Supplemental agreement with Howard Needles Tammen & Bergendoff to increase the authorization for consultant services for the Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County. The additional amount of \$135,000 will bring the total cost for this work to \$601,000. Supplement also includes a revised Exhibit B updating the hourly rates. (Authorized State Highway Engineer to sign supplement.)

OTC approved \$135,000, however,
correct amount is \$131,000 to
arrive at total cost of \$601,000.
(Original contract amount was

\$470,000
+ 131,000
\$601,000 total

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September 19, 1989

11/30/89
BR

- 9) Amended existing contracts with temporary personnel service providers by \$500,000. The original \$600,000 allotted will not be adequate to meet the demand for these services through the duration of the contracts. (Authorized Director to sign necessary contracts with Manpower Temporary Services, Western Temporary, Action Business Services, Inc., and Kelly Services, as needed.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Director of Transportation
Deputy Director
State Highway Engineer
Right of Way Manager
Parks Administrator
Aeronautics Administrator
Assistant Attorney General
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I

The Commission unanimously confirmed their next meeting dates of October 16 (dinner) and October 17 (formal), 1989, in Salem. The Commission tentatively set the following meeting dates as November 13 and 14, 1989, in Salem. Mr. Bothman advised them of the Annual Silver Falls Retreat scheduled for November 6 and 7, 1989, at the Silver Falls Conference Center.

Mr. Bothman requested approving the use of Immediate Opportunity Funds in the amount of \$500,000 for relocating Ferry Slip Road, and signalizing and improving the intersection of Highway 101 and 32nd Street in Lincoln County. He said the improvements will serve the Oregon Coast Aquarium and other developments planned for the South Beach area of Newport. He explained that the Immediate Opportunity Funds will be part of a larger funding package involving the City of Newport to make the necessary road improvements. He said the Oregon Coast Aquarium is expected to create 55 primary jobs and the project has been recommended by the Economic Development Department. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the Director to sign the agreement.

Mr. Bothman said the TEAMS enhancement strategy is not ready for discussion and it will be brought back to the Commission at a later date.

Roz Shirack of the Policy and Finance Branch gave an overview of the Highway Division cash flow as follows:

- 1) 1987-89 Highway revenue and expenditure summary as of June 1989.
- 2) 1989-91 forecasted Highway revenue and expenditure summary as of June 1989.
- 3) 1991-93 forecasted Highway revenue and expenditure summary as of June 1989.
- 4) Forecasted cash balance.

(See written documentation in Commission's files, Salem.)

Ms. Mitchell announced that the Office of Public Affairs had received the following awards during the National Transportation Public Affairs Workshop:

- 1) Print-media category involving public information work on the Alsea Bay Bridge replacement project.
- 2) Non-commercial video category for the Highway Division 75th Anniversary production.
- 3) Special commendation for market research efforts involved in surveying employees, local governments, and the general public.

Mr. Bothman recalled that in August a draft request for proposal for Federal representation in Washington, D.C., was transmitted to the Commission for their review and comment. He said since that time the Governor's Office has requested a delay of solicitation of proposals. He mentioned that the Governor's Office is in the process of analyzing the possibility of consolidating Federal representation of the various Departments of the State. He said the existing contract with the consultant expires September 30, 1989. He, therefore, requested a two-month extension of the existing contract with Linton, Miels, Reisler, & Cottone, Ltd., at a total cost not to exceed \$8,000. Commissioner Bolender moved for approval of the contract extension. The motion carried unanimously and the Commission authorized the Director to sign the amendment.

Dinah Van Der Hyde of the Public Transit Division updated the Commission on the implementation of House Bill 3209 (Special Transportation Fund). She explained that the fund is a dedicated fund used to provide transportation services for elderly and disabled people. The funds are distributed monthly to counties and transportation districts based on the area's population estimates. She said the 1989 Legislature doubled the program by increasing the cigarette tax one cent. In addition to increasing per capita distributions, the legislation established a discretionary grant program and requires the Division to more actively review and monitor the governing bodies' use of the fund to ensure that other moneys used to provide these service are not supplanted by the fund. She mentioned that legal counsel advises the Division to be strict in monitoring, reporting, and auditing oversight considering the new language and the larger fiscal responsibility required by the addition of the discretionary grant program. She said in the next few months she would return with a proposed temporary rule for their consideration.

Ms. Van Der Hyde requested the Commission's approval to appear before the October 1989 Emergency Board for an increase of \$65,756 in the Other Funds Expenditure Limitation and for authority to establish one permanent full-time Administrative Assistant 3 position, who would be assigned to the Special Transportation Fund Program. Commissioner Bolender moved for approving the request. The motion carried unanimously by the Commission.

Joni Reid outlined their 1987-1989 accomplishments for the Rural Transportation Assistance Program, such as training, technical assistance, research, and organizational/support services. (See written documentation in Commission's files, Salem.)

Ms. Reid stated that at the Oregon Transit Association Conference recently the Grant County People Mover Service was recognized with the Administrator's Award. She said this award was given for their excellent coordinated system with limited local funds. She recognized Lorene Allen, who was instrumental in the planning and in processing the paperwork for the system. She said Ms. Allen continues to help guide the People Movers.

Ms. Reid introduced Ken Bogart, who is with the Senior Citizens Association and the Chairman of Grant County Transportation.

Mr. Bogart gave a brief history of senior citizen transportation in Grant County. Their transportation system, known as the People Mover, began operation in 1987 by a cooperative agreement between Grant County, the Chamber of Commerce, and the Senior Citizens Association. He said the system has been successful due to the local community support and to the many volunteers for keeping the service in operation.

Chairman Hollern thanked and congratulated them for a great report and on a successful program.

Mr. Hunter introduced the local Motor Vehicles Division Office Manager, Gene Murty.

Mr. Hunter requested appearing before the Emergency Board for an increase in the Motor Vehicles Division's 1989-91 Other Fund expenditure limitation, an increase of \$9,000 Federal Funds limitation, and authority to establish 9.85 full-time permanent positions, and 39.94 full-time limited duration positions. He explained this limitation increase and position authority is needed to implement new laws passed by the 1989 Legislature. He mentioned specifically the following legislation: Commercial Driver License Program, the provisional driver licensing for youths under 18 years old, revisions to the handicapped parking permit program, and use of first-class mail instead of certified mail for certain mailings. (See detailed letter to Commission dated September 8, 1989, in Commission's files, Salem.) There was considerable discussion concerning the following funding summary:

Emergency Board Request:	\$6,294,482.00
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Revenue sources established by new legislation:

Fees (New or Increased)	\$4,776,830.00
Collection costs of Highway Fund revenues	1,124,288.00
Collection costs of Dedicated Fund revenues	244,029.00
Federal Funds	<u>9,000.00</u>

Total	\$6,154,147.00
Additional required from the Highway Fund	<u>140,335.00</u>

Total Funding	\$6,294,482.00
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Vice Chairman Whitty moved for approval of the Emergency Board request. The motion carried unanimously by the Commission. Mr. Bothman said it should be clear that the intent of the Commission's action is that the fees cover the costs.

Bob Bennett, Information Systems, Unit Supervisor for Motor Vehicles Division, requested approval of a personal services contract in an amount not to exceed \$95,000 for data processing programming support needed to implement the Commercial Driver Licensing Program (House Bill 2148). He explained that extensive additions must be made to the computer software systems to implement the program. He said this work must be accomplished as soon as possible to support the implementation date of April 2, 1990. He mentioned that the contractor will report to work on October 2, 1989, with a completion date of December 29, 1989. The funding for this contract is available from Federal commercial driver licensing grants beginning October 1, 1989. The Division's 1989-91 legislatively-approved budget includes sufficient Federal Funds authority for this contract. Commissioner Ford moved for approval of the contract. The motion carried unanimously and the Commission authorized the Administrator to sign the necessary contract.

Mr. Bennett requested approval of a personal services contract for a consultant in the amount of \$166,660 to assist the Division in specifying requirements for replacing its field office computer system (DRIVE) and developing an overall agency needs assessment and plan for replacing its major software programs. He said the Division has determined that the agency's overall computer software systems are obsolete. He mentioned a detailed analysis culminating in a comprehensive data processing/information system plan is essential to assure the future ability to deliver programs and to meet customer service goals. He reported that the 1989 Legislature had approved hiring a consultant for this work and the funds were included in the Division's 1988-91 legislatively-approved budget. He estimated that the contractor would begin work on October 2, 1989, with a completion date of August 31, 1990. Commissioner Bolender moved for approving the personal service contract. The motion carried unanimously and the Commission authorized the Administrator to sign the contract.

Pat Guymon, Eastern Region Field Supervisor for the Motor Vehicles Division, updated the Commission on the improvements made to the offices in Enterprise and Heppner. He mentioned that PUC and Highway permits are now issued at these locations, which have improved the image of the Motor Vehicles Division. He also spoke briefly concerning the impact of the commercial driver licensing program on his Field Offices.

Baker County Commissioner Steve Bogart thanked the Commission for their commitment to serve all of Oregon. He requested that Highway 245, Dooley Mountain Highway, be included in the Six-Year Highway Improvement Program. He said that highway has not received any improvements, other than regular maintenance, for at least 15 years. The road has deteriorated to a point that it needs substantial work. He presented pictures showing the condition of the highway. He indicated the roadbed is narrow and shoulders have washed away. He said the highway has become a safety concern, especially for the school buses. Chairman Hollern mentioned that public hearings for the update of the Six-Year Highway Improvement Program will be held next year.

Bill Deist, City Administrator of John Day, thanked the Commission for coming to John Day. He spoke concerning the partnership approach to include US26 on the Access Oregon Highways Program. He felt that the comprehensive transportation package was approved in the Legislature due to the partnership effort between the State, counties, and cities. He said that the main street in their city is a State Highway, which requires close working relations to solve the problems. He stated appreciation for the cooperation received from Virgil Lewis, Maintenance Supervisor, in Canyon City. He said he looked forward to a long partnership that will be good for the City of John Day and for the State of Oregon.

Tom Partin spoke on behalf of the Malheur Lumber Company and other timber-related industries in the John Day Valley and Long Creek. He reviewed the local forest products truck use on Highways 27, 395, 19 and 7 on an annual basis. (See letter in Commission's files, Salem, for truck traffic counts.) He indicated in trucking there are two factors to be accomplished: 1) get to the destination in the quickest possible time, and 2) carry as large a payload as permitted by law. He asked that the Commission continue to plan highway improvement projects for better accessing the John Day Valley. He also requested that load restriction limits used during the winter and spring months be implemented as a last resort to prevent highway deterioration. He closed by asking that the Commission continue to support their area by improving the existing highways and to keep to a minimum any restrictions placed on the weights of equipment hauling the products.

Gordon Glass of John Day expressed appreciation for Elizabeth Walton Potter, David Powers, and David Talbot for their help on the Kam Wah Chung Museum.

Bob Holland, Grant County Commissioner, suggested allocating excess road funds to highway projects. He said this would enable projects to be completed in the Six-Year Program faster.

Byron C. Brinton, Baker, expressed appreciation for the turn lane into the Oregon Trail Interpretive Center on Flagstaff Hill and for the work in the Richland area on Highway 86. He requested improvement on Highway 7 and for improved access to the Willamette Valley from Baker County.

In the absence of Mr. Burket, Tom Robertson requested amending OAR 738-50-020 regarding the Aurora State Airport aircraft operation. He explained that this amendment would make permanent a change in the regulations that were approved by the Commission as a temporary rule at the February 21, 1989, meeting. The change is necessary to alleviate a potentially dangerous situation at this airport. Notice of the proposed rulemaking hearing was published in the August 1, 1989, Secretary of State's Bulletin and a hearing was held on August 22, 1989. No one testified concerning the proposed amendments. Vice Chairman Whitty moved for amending the administrative rule. The motion carried unanimously by the Commission. (See Aeronautics Administrative Rule No. 7c in Commission's files, Salem. The rule was published in the Secretary of State's Administrative Rule Bulletin.)

Mr. Robertson requested amending OAR 738-20-010 through OAR 738-20-045 regarding minimum standards for general aviation airports. He said these changes were necessary to amend and clarify the airport classifications by changing the definitions and replacing the drawings depicting minimum standards. Notice of the proposed rulemaking hearing was published in the August 1, 1989, Secretary of State's Bulletin. A hearing was held on August 22, 1989, and no comments were received. Commissioner Ford moved for amending the administrative rules. The motion carried unanimously by the Commission. (See Aeronautics Administrative Rule No. 2c in Commission's files, Salem. The rule was published in the Secretary of State's Administrative Rule Bulletin.)

Mr. Robertson reported that it appears Ontario will receive a FAA grant to overlay the runway and the taxiway. He thanked Grant County for their help on the airport in John Day.

Mr. Talbot requested authority to appear before the Emergency Board for the following items:

- 1) Project approval for \$1,626,000 General Funds allocated by the 1989 Legislature. Funds are allocated in the 1989-91 budget; however, before funds are spent the Emergency Board must give specific project approval. The projects are:

Sumpter Valley, Baker County	\$ 25,000
Jacob's Memorial, City of Eugene	250,000
Yachats 804 Trail, Lincoln County	27,000
Tillamook Head	100,000
Nehalem Bay: Archeological Surveys	25,000
Ecola: Archeological Surveys	25,000
Banks/Vernonia Linear Park Development	220,000
Champoeg - Archeological Interpretation and Pageant Site	350,000
Four Dump Stations: Catherine Creek, Washburne, Sunset and Detroit or Tumalo State Parks	100,000
Ft. Yamhill Study	25,000
Friends Group Challenge Grants	50,000
Hat Rock Trail	25,000
East Mayer-Rowena Windsurfing	100,000
Champoeg-Utility Building	100,000
Handicapped Campsite Conversions at Champoeg, Viento, Detroit Lake, Milo McIver, Prineville Reservoir and the Cove Palisades State Parks	50,000
Willamette Mission, Marion County	154,000

- 2) The Deschutes River operating budget at a cost of \$273,636. The 1989 Legislature authorized an 8-month budget and this request would fund the program for the remainder of the biennium. (Budget in Commission's files, Salem.)

- 3) Maintenance and operation costs totaling \$1,152,455, which would be funded from the 1987-89 increased revenue ending balance. The funds to be spent are increased revenues from campground use and recreational vehicles for maintenance and operation projects as follows:

a) Adding 3.5 full-time employees for Region 5	\$149,755
b) Supplemental fleet equipment purchases	300,000
c) Underground fuel storage tank rehabilitation	142,500
d) Deferred maintenance	560,200

(Continued on next page)

Mr. Talbot said he would come back to the Commission if there were any significant changes in the process. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission authorizing the Parks Division's appearance before the Emergency Board.

Mr. Talbot reported on the Salt Caves Dam issue within the Klamath River Scenic Waterway. He said the Federal Energy Regulatory Commission has released its draft environmental impact statement that asserts there may be another alternative project design that does not include a dam but diverts water from the existing powerhouse. The Division is reviewing the report and comments are due by October 25, 1989. (See letter in Commission's files, Salem, for additional information.)

Mr. Talbot also reported on the issue regarding instream flows for recreation. He explained that last summer, the Supreme Court issued the "Diack" decision that affected the issuance of new water rights in and above scenic waterways. The decision requires that new water rights must not adversely affect fish, wildlife and recreation values within a scenic waterway. He said the Division has been working with the Water Resources Department to implement these requirements. He mentioned that the John Day basin scenic waterway segments and the Klamath have the highest priority for setting recreation stream flows. He commented that the Division is also developing rules to implement its authority under the 1987 Instream Water Rights Law. (See letter in Commission's files, Salem, for additional information.)

Mr. Talbot said he will continue to update the Commission on these two issues as conditions change or more information becomes available.

Mr. Talbot reported that the Parks Commission has not been appointed by the Governor.

Mr. Talbot advised the Commission that the national meeting of the State Park Directors will be in Oregon in 1991.

Owen Lucas, Regional Manager for the Parks Division, reported that tourism is growing in this part of the State. The overnight camping in Farewell Bend State Park has increased 10 percent this summer. Camping at Clyde Holliday has increased 12 percent with a 39 percent increase in day use. He thanked the Commission for their help and support over the years.

As recommended by Mr. Forbes, Commissioner Bolender moved and the motion carried unanimously by the Commission for approving increases in project authorizations on the following contracts:

- 1) Contract No. 10,733, S.E. 4th Street-S.W. 4th Street Section, Pendleton Highway, Umatilla County, in the amount of \$10,750 (14.4% increase).

(Continued on next page)

- 2) Contract No. 10,635, S. Commercial St.-N. Santiam Hwy. Sec., Kuebler Blvd. & Cordon Rd. (S. Commercial St.-36th St.), Marion County, in the amount of \$850,000 (8% increase).

Mr. Forbes requested approval to enter into a flexible services contract for bridge design-related activities in the amount of \$250,000. He explained that this proposal would accelerate needed bridge work across the State. It would allow for all types of work, normally accomplished by the Bridge Design Staff, to be done in a timely manner as the workload demands. Commissioner Ford moved for approval. The motion carried unanimously by the Commission for the State Highway Engineer to proceed with the selection of the consultant and to sign the contract.

Mr. Forbes requested approval to seek consulting services on 14 highway projects at an estimated cost of \$7 million (State Funds). He said the consultant services will allow the projects to be contracted at an earlier date than if State forces were used. He said it is also consistent with the policy of accelerating the Access Oregon Highways Program and keeping State Fund cash balances at minimum operating levels. The consultants would take each project through the Final Environmental Impact Statement and/or final plans. Commissioner Ford moved for approval. The motion carried unanimously by the Commission for the State Highway Engineer to proceed with the selection of the consultants and to sign the personal service contracts for the following highway projects:

<u>Project</u>	<u>Type of Work</u>	<u>Estimated Construction Cost</u>	<u>Consultant Work</u>
Airport Way Interchange Improvements, I-205	G, P, Str, Sn Signal, Illum	\$ 4.7 M	Final Plans
Airport Way Col. Blvd., I-205	G, P, Str, Sn	.5 M	Final Plans
Rhododendron-Timberline Highway, US26	G, P, Sn, Gdrl, Rkfal	5.15 M	Final Plans
Drews Creek Road-Drews Gap, ORE140	G, P	3.3 M	Survey and Final Plans R/W Acq.
Columbia City NCL-Warren, US30	G, P, Str, Sign, Sn, Illum	14.6 M	Final Plans R/W Acq.

(Continued on next page)

<u>Project</u>	<u>Type of Work</u>	<u>Estimated Construction Cost</u>	<u>Consultant Work</u>
Yamhill County Line, Holmes Gap, ORE99W	G, P, Str	\$ 2.2 M	Final Plans R/W Acq.
Banks SCL- Forest Grove NCL, ORE47	G, P, Str, Sn	2.4 M	Final Plans R/W Acq.
Eddyville- Cline Mountain, US20		none	E.I.S.
Little Elk Creek Store- Oglesby Creek, US20	G, P, Str, Sn	7.0 M	Survey and Final Plans R/W Acq.
Oglesby Creek-Cline Mountain, US20	G, P, Str, Sn	3.9 M	Survey and Final Plans R/W Acq.
Joseph St. Interchange- Stayton NCL, ORE22*	G, P, Str	21.75 M	Final Plans
Pacific Hwy.-Park St. (Woodburn), ORE214*	G, P, Str, Sn	5.35 M	E. A.
10th Street- Eastgate (Pendleton), US30*	G, P, Str, Sig	4.29 M	E. A.
Sams Valley Hwy. Jct.- Shady Cove (N. Unit), ORE62	G, P, Str	2.62 M	Final Plans R/W Acq.

*Currently on the developmental portion of 1989-94 Highway Improvement Program

Upon Mr. Forbes recommendation, Vice Chairman Whitty moved for approval of 30 Special City Allotment Projects for the 1990 calendar year. The motion carried unanimously by the Commission for the following projects and authorized the State Highway Engineer to sign agreements when prepared:

CITY	PROJECTS	REG.	ESTIMATED COST		
			SCA	CITY	TOTAL
1. Bandon	Edison Ave. (4th St. SW-Jetty Rd.)	3	\$ 25,000	\$ 10,000	\$ 35,000
2. Brookings	Elk Drive (5th St.-Ross Rd.)	3	25,000	---	25,000
3. Cannon Beach	East Gower Ave. (Hemlock St.-Spruce St.)	2	25,000	---	25,000
4. Chiloquin	Chocktoot St. (Williamson R.-So. Pacific RR)	4	25,000	---	25,000
5. Echo	Bridge St. (Umatilla R.-U.P.R.R. Right-of-way)	5	25,000	---	25,000
6. Elkton	Second St. (Hwy. 38-Co. Rd. 173)	3	25,000	1,400	26,400
7. Falls City	N. Main St. (Ellis St.-Boundary St.)	2	25,000	---	25,000
8. Glendale	Molly St. (Gilbert-Pacific)	3	25,000	---	25,000
9. Independence	Hoffman Rd. (Stryker Rd.-Walnut St.)	2	25,000	500	25,500
10. Jefferson	High St. (So. Main St.-Third St.)	2	25,000	33,000	58,000
11. Joseph	Wrenn Ditch (Alder St.) Br.	5	25,000	---	25,000
12. Lone Rock	2 Blks on Main St., Robinson St., Moody St. and 1 Block Belle St.	5	25,000	---	25,000
13. Manzanita	Carmel Ave. (Laneda St. to Lakeview)	2	25,000	---	25,000
14. Mitchell	High St. (Nelson St.-The School Rd.)	4	25,000	---	25,000
15. Molalla	Shaver Ave. (Hwy. 211-Section St.)	1	25,000	22,000	47,000
16. Phoenix	Fourth St. (Main St.-Church St.)	3	25,000	5,000	30,000
17. Richland	Valley St. (First St.-Third St.)	5	25,000	---	25,000
18. Shady Cove	Williams Ln. (Highway 62-Flower St.)	3	25,000	---	25,000
19. Shaniko	6th St., "D" St., 4th St. and "E" St.	4	25,000	---	25,000
20. Sherwood	Meinecke Rd. (Lee Dr.-High School)	1	25,000	---	25,000
21. Siletz	SW Swan Ave. (Emerald St.-Scarlett)	2	25,000	5,000	30,000
22. Sisters	Adams/Cedar St. (Pine St.-Cedar St.-Main St.)	4	25,000	---	25,000
23. Sutherlin	Sutherlin Cr. (S.E. Waite St.) Br.	3	25,000	17,200	42,200
24. Talent	2nd St. (Wagner Butte Ave.-Wagner Ave.), Wagner Ave. (R.R. Tracks-Talent Ave.)	3	25,000	25,000	50,000
25. Turner	School Ave. (Chicago St.-Denver St.), Chicago St. (School Ave.-2nd St.)	2	25,000	5,000	30,000
26. Vale	Cottage St. ("I" St.-Morton St.)	5	25,000	1,500	26,500
27. Warrenton	SW 9th St. (Cedar St. to Juniper Ave.)	2	25,000	---	25,000
28. Weston	N. Water St. (Depot St.-N. City Limits)	5	25,000	5,000	30,000
29. Wilsonville	Boones Ferry Rd. (Sta. 9+00-Sta. 17+00)	1	25,000	105,000	130,000
30. Yachats	Driftwood Ln. (7th St.-Marine Dr.)	2	25,000	---	25,000
TOTALS			\$ 750,000	\$235,600	\$985,600

Mr. Forbes presented revised Delegation Order No. 35 for adoption and requested that Delegation Order Nos. 30, 30A, and 30B be rescinded. This Order delegates certain authority to the State Highway Engineer. He said the new Order incorporates a number of changes from the existing Order, including a cleanup of language, the deletion or combination of some items, and the addition of several new items. Major changes in the new Order include:

- . The limit on the delegated authority to abandon damage claims has been increased from "less than \$2,500" to "less than \$5,000".
- . A new item to delegate authority to approve and execute agreements with cities and counties for the issuance of transportation permits has been added.
- . The authority to establish temporary construction speed zones has been added.
- . The authority to approve vouchers in connection with the acquisition of real property and the authority to approve settlement of litigation in condemnation cases have been added. These two powers are currently subdelegated by the Director to the Right of Way Manager.
- . The authority to approve projects and execute agreements for projects on the State Highway System where the Division does not incur any project costs and the authority to approve State surface preservation projects and bridge maintenance and painting projects within funding limits approved by the Commission.

Mr. Forbes said the request for the State Highway Engineer's authority to award construction contracts when the low responsive bid does not exceed the engineer's estimate by more than 10 percent will be removed from the Order. He reassured the Commission that the authority to award contracts will remain with the Commission. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission adopting Delegation Order No. 35 and rescinding Order Nos. 30, 30A, and 30B, which is on file in the Commission's files, Salem.

Mr. Forbes presented the 1990 State Surface Preservation Program at a cost of \$16,702,000. He said this State-funded Program will provide surface treatment work consisting largely of thin overlays, sealing, planing, and patching. The projects will be let for contract late in 1989 and all work should be done by the end of 1990. Commissioner Ford moved for approval. The motion carried unanimously by the Commission approving the following State Surface Preservation Program:

1990 Surface Preservation Program
Region 1

Dist.	Route No.	Hwy No.	County	Section Name	Begin MP	Length	Est. Cost (x 1000)	Type of Work
DEPARTMENT OF GENERAL SERVICES CONTRACTS								
2A	47	192	Columbia	Aplary Rd. - Stoney Point Rd.	53.22	6.00	8320	Thin A.C. Overlay
	26	47	Washington	Sunset Tunnel Section	38.91	5.00	120	Intermittent Thin A.C. Overlay
2B	213	68	Clackamas	SE Oak Place - Lake Rd. Intchg	7.68	2.08	360	Grind, Plug Patch, Thin A.C. Overlay
	30 By	123	Multnomah	St. Johns Bridge	0.91	0.68	450	Thin Deck Overlay
2C	226	171	Clackamas	MP 12.52 - Eagle Crk/Sandy Hwy	12.52	5.28	270	Thin A.C. Overlay
		281	Hood River	Hood River Hwy	12.45	4.15	230	Thin A.C. Overlay
REGION 1 TOTAL						25.19	81,750	

1990 Surface Preservation Program
Region 2

Dist.	Route No.	Hwy No.	County	Section Name	Begin MP	Length	Est. Cost (x 1000)	Type of Work
1	US 101	9	Tillamook	MP 83.8 - MP 90.3	83.8	6.50	8590	1 st Leveling, 2 nd Overlay
	US 101	9	Till/Clat	Unit A MP 43.8 - MP 45.1	43.8	1.30	180	1 st Leveling, 2 nd Overlay
				Unit B MP 24.1 - MP 24.8	24.1	0.70		
3	OR 219	140	Washington	Unit A MP 0.1 - 5.6	0.1	5.50	470	1 st Leveling, 2 nd Overlay
				Unit B MP 26.1 - 28.3	26.1	2.20	190	
	OR 22/99W	39/1W	Lin/Bent	District 3 Recycle				
				Salmon Riv Hwy MP 0.0 - 6.3	0	6.10	155	Recycle
				Pacific Hwy West MP 0.0 - 7.0	0	7.00	175	
	OR 22	16	Linn	MP 60.9 - 71.5	60.9	10.60	385	Recycle
	OR 22	16	Marion	MP 1.87 - 12.54	1.87	10.70	130	Single Shot Chipseal
4	US 20	33	Lincoln	MP 14.5 - 25.2	14.5	10.70	345	1 st Machine Patching
	US 20	31	Linn	MP 1.5 - MP 7.5	1.5	6.00	535	1-1/2" F Mix Overlay
	US 34	27	Benton	MP 35.6 - 39.6	35.6			
				MP 40.0 - 42.1				
				MP 42.4 - 45.8		9.50	345	Recycle
REGION 2 TOTAL						76.80	53,500	

September 19, 1989

1990 Surface Preservation Program
Region 3

Dist.	Route No.	Hwy No.	County	Section Name	Begin MP	Length	Est. Cost (x 1000)	Type of Work
5	126	15	Lane	Glenwood	0.15	1.13	\$175	Cold Plane and 1-1/2" Overlay
		200	Lane	Elmira - Perkins Rd.	18.72	1.96	140	2" Class F Overlay
		200	Lane	Monroe - Douglas Cnty Line	0	42.08	100	Machine Patch (Gen. Svc. Contract)
		222	Lane	McKenzie Hwy - Matron	0	3.00	180	2" Class F Overlay
	OR 36	229	Lane	Swiss Home - Cheshire	8	39.00	100	Machine Patching (Gen. Svc. Contract)
	OR 36	229	Lane	Hapleton - Swiss Home	0	8.00	345	2" Class F Overlay
	OR 38	45	Douglas	Scottsburg - Wells Crk	16.5	3.50	191	1-1/2" Class F Overlay
6	OR 138	231	Douglas	Harvin Hill - Tyee			116	Intermittent Machine Patching (Gen. Svc. Contract)
	US 101	9	Douglas	OR Coast Hwy - North of Gardiner			36	Chip Seal (materials only)
	OR 138	73	Douglas	Truck Scales - Little River	15	1.30	20	Chip Seal (materials only)
	OR 138	73	Douglas	MP 28.1 - 28.9 MP 30.8 - 34.0	28.1	0.80	75	2" Overlay
					30.8	3.20	154	1-1/2" Overlay
	7	42	Coos	Gray Crk - N. Fork Rd.	16.97	2.29	300	1-1/2" F Mix Overlay
		101	Curry	Meyer Crk - Sand Crk	336.4	4.46	270	1-1/2" F Mix Overlay
8	OR 238	272	Jackson	Hanley Rd. - Riverside	34.87	3.96	402	Grinding, 1-1/2" F Mix Overlay
	99	63	Jackson	Seven Oaks - Central Pt.	ONIN	2.22	30	Chip Seal (material only)
	199	25	Josephine	Engalls Ln. - Anderson Crk	9	8.10	144	Int. Machine Patch
	238	272	Josephine	Applegate River Bridge	6.18	3.02	138	1-1/2" F Mix Overlay
	234	271	Jackson	Hwy #60 - Sardine Crk Bridge	10.30	1.10	7	Chip Seal (material only)
	99	60	Jackson	Depot St. - Hwy 271	8.81	5.64	37	Chip Seal (material only)
		1	Jackson	Hornstead Int. - End of Frontage Rd.	44.98	0.44	2.5	Chip Seal (material only)
	238	272	Jackson	Jacksonville W. City limits - Hanley Rd.	34.03	0.84	57	1-1/2" F Mix Overlay
	66	21	Jackson	Keene Crk Bridge - Jerry Crk	16.19	7.23	108	Int. Machine Patching
	REGION 3 TOTAL					143.27	\$3,128	

1990 Surface Preservation Program
Region 4

Dist.	Route No.	Way No.	County	Section Name	Begin MP	Length	Est. Cost (x 1000)	Type of Work
9	US 97	4	Sherman	Uasco Bypass	6.0	7.1	5400	Millout, Inlay
10	US 26	53	Jefferson	Uasco Co. Line - Palton Dam Rd.	96.5	13.0	336	Recycle, Seal
	US 26	53	Jefferson	Kimbeck Ranch - Cherry Ln.	111.0	6.7	440	Recycle, Overlay
	US 97	4	Jefferson	Lyle Gap - Madras	80.0	11.9	618	Recycle, Overlay
	OR 126	15	Deschutes	Sisters - Redmond	92.3	19.6	380	Thin Overlay
11	OR 140	431	Lake	Brake Crk - Greaser Canyon	20.0	20.0	400	Haul and Place Overlay
	OR 31	19	Lake	MP 95 - Clover Flat Rd.	99.0	9.3	244	Haul and Place Overlay
	OR 140	20	Lake	Brews Reservoir Rock Production Overlay Brew Crk - Brews Gap	71.7	10.1	110	Rock Production/Overlay
	OR 31	19	Lake	Fremont Rock Production Overlay Arrow Gap Rd. - Foster Crk	66.0	9.5	280	Rock Production/Overlay
	OR 140	20	Klamath	Suan Lake - Dairy	14.9	3.5	272	Overlay
	OR 140	20	Klamath	Dairy - MP 25.2	18.4	6.8	520	Overlay
REGION 4 TOTAL						115.5	54,200	

1990 Surface Preservation Program
Region 5

Dist.	Route No.	Way No.	County	Section Name	Begin MP	Length	Est. Cost (x 1000)	Type of Work
12		334	Umatilla	Cold Springs Way - Athena			5545	Leveling and Oil Mat
				Var. Dist. 12 Chip Seal			640	Chip Seal
	395	28		Nye Jct. - Webb St.			330	Leveling and Oil Mat
	264	341		Forest Boundary - Union Co. Line			385	Leveling and Oil Mat
13	86	12	Baker	Middle Br. Rd. - Sparta Rd.			416	Emulsified Overlay
	237	66	Union	Hot Lake - Union			510	Emulsified Overlay
14	95	456	Malheur	Idaho St. - Jordan Valley			1,300	Emulsified Overlay
REGION 5 TOTAL							54,124	

1990 SURFACE PRESERVATION AND MAINTENANCE PROGRAM
SUMMARY

REGION 1	\$1,750,000
REGION 2	3,500,000
REGION 3	3,128,000
REGION 4	4,200,000
REGION 5	4,124,000

TOTAL \$16,702,000

September 19, 1989

Mr. Forbes recommended adding a project to the Construction Section and revising four projects in the Six-Year Highway Improvement Program. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission approving the following changes and authorized the State Highway Engineer to sign the agreements:

PROJECT ADDITION

- 1) Three Mile Hill Slide, Old Oregon Trail Highway (I-84), M.P. 359.1, Malheur County.

Added a project to the 1989-1994 Six-Year Program for construction in 1989. The estimated cost is \$500,000.

April rains caused a slide problem in this area, which has required daily clearing by maintenance crews to keep the eastbound lanes open. The proposed solution is to construct a 400-foot long rock buttress to protect the roadway. The project will be contracted by the Department of General Services.

State funds are available to allow inclusion of this project in the current program

PROJECT REVISIONS

- 1) Pacific Highway-Clackamas Highway, East Portland Freeway (I-205), Clackamas and Washington Counties.

Increased original project authorization of \$503,000 by \$80,000, to a new total of \$583,000. (1990 Program Year)

This project will replace guide signs. The original estimate was made in 1985 and was too low to meet current needs. More of the guide signs have deteriorated since the prospectus was first written. This and inflation have raised the costs over those initially anticipated. The shortfall will be covered by an increase in I-4R funding.

The impact to the rest of the program will be minimal.

- 2) Slick Rock-Sulphur Creek, Salmon River Highway (ORE18), Lincoln County.

Increased original project authorization of \$459,000 by \$105,000, to a new total of \$564,000. (1990 Program Year).

(Continued on next page)

Increased Access Oregon Highways funding authorization for this project. As initially conceived, this was to be a thin overlay with minor spot location asphalt base repair work. However, recent tests conducted by the Pavement Design Unit show these base repair areas to be more extensive than originally estimated. The overlay course has been changed from a Class B asphalt mix to a Class F asphalt mix. The cost increase is due to the change in these items.

Sufficient Access Oregon Highways funds are available so other projects will not be adversely affected.

- 3) Kiwa Springs-Mount Bachelor, Century Drive, Deschutes County.

Combined two development projects into one and advanced to construction. (1990 Program Year)

Funding may become available to construct the Kiwa Springs-Sand Shed Section and the Sand Shed-Mount Bachelor Section as one project in 1990. The project would widen the existing shoulders, improve the intersection at Sunriver Road and widen the highway to four lanes from Sunriver Road to Mount Bachelor.

It is expected \$4,500,000 FLH funds will be available in 1990 to construct this project. Other funding includes \$1,500,000 private and local funds; \$1,500,000 State money; and approximately \$550,000 FAS funding that has or will be obligated for preliminary engineering. The estimated cost for the original two projects is \$6,752,000; the combination project is \$7,320,000.

The outside sources of funding minimize impacts. State Funds are available for the State's share.

- 4) Sisters-Tumalo, McKenzie-Bend Highway (US20), Deschutes County.

Cancelled the Sisters-Fryrear Section development project and replaced it with the Sisters-Tumalo Section development project for final plans in 1991. Increased preliminary engineering from \$65,000 to \$320,000 FAP.

(Continued on next page)

Project consists of three, one-mile passing lanes, correcting the alignment at Cloverdale Road and constructing a turnout with a scenic view of the Three Sisters. Estimated cost for the original project was \$4,712,000. The substitute project is estimated to cost \$3,364,000.

The additional cost for development will have minimal impact. Construction funding will be dealt with in the 1991-96 update.

Mr. Forbes requested authority to hire a consultant to perform teambuilding training for the Highway Division at a cost not to exceed \$75,000 for one year. He explained that in the past there have been several contracts with Gossard-Pyron Associates to perform this work. This request would allow all potential trainers to compete for the job and for consolidation of all future teambuilding training into one contract. He felt this was a very important part of the management strategy for the Division and one that he wanted to continue through completion. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission for authority of the State Highway Engineer to proceed with the selection of a consultant and to sign the contract.

Mr. Hector asked Tom Kuhlman, the District Maintenance Supervisor, to give a brief regional report of the Highway Division activities.

Mr. Kuhlman reported that the work done on the highway in the Burns area due to the winter storms resulted in 49 miles of new highway surfacing. He said maintenance patching has occurred on the Steens and Frenchglen Highways. He mentioned that the slide on I-84 at the top of Three Mile Hill may be completed by winter, if weather permits.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11:40 a.m.

At 12 noon, the Transportation Commission joined local officials at the Sunset Inn of John Day for lunch. Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Carol Mitchell, representing Public Affairs
Dinah Van Der Hyde, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
Bob Hector, Region 5 Engineer
Al Steger, Assistant Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

(Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) There

were other staff persons present, including representatives from Morrow, Grant, Baker, Malheur, and Harney Counties; cities of Prairie City and John Day; and the Grant County Chamber of Commerce.

After lunch, Grant County Judge Kevin M. Campbell spoke concerning "Partnerships, the Future of Transportation". He urged that the needs of Eastern Oregon be recognized and addressed through a broad-base approach. He spoke concerning the needs of the Portland area vs. the smaller counties. He mentioned that the challenge for the next two to four years is to bring Oregon together. He said it is important that Grant County have adequate highways and airports for future growth.

Chairman Hollern said the Commission wants to do everything possible to enhance access to this part of the State. He applauded them for their cooperative attitude and offer of assistance. He thanked Grant County for inviting the Commission to their area. The luncheon adjourned at 1:15 p.m.

At 1:30 p.m., the Transportation Commission returned to the Highway Division Maintenance Facility in Canyon City for their workshop on the Six-Year Highway Improvement Program. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Donald E. Forbes, State Highway Engineer
Bob Hector, Region 5 Engineer
Al Steger, Assistant Division Administrator, Federal Highway Administration
Cam Gilmour, Manager of the Program Section
Robert Royer, Planning Engineer
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Forbes reported that the modernization needs on highways for 1991-2000 are \$1.3 billion for the Interstate System, \$1.5 billion for the Access Oregon Highways, and \$3 billion for other highways. He said these dollar figures do not include interstate preservation or opportunity funds. He said the recommendation to the Commission will be funding approximately 31 percent or \$400 million of the Interstate System, 46 percent or approximately \$700 million of the Access Oregon Highways, and approximately 13 percent or over \$400 million on other highways.

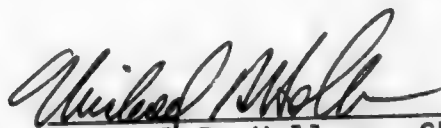
Mr. Forbes handed the Commission a written document covering his presentation. (Copy in Commission's files, Salem.) He discussed a chart entitled Systems Comparison showing the percent of highway system, percent of modernization dollars, and dollars/mile and a chart entitled Year 2000 targets.

Mr. Royer discussed the existing and the projected conditions of the interstate system. He displayed a graph of the interstate commitments vs. funding for 1991-2000.

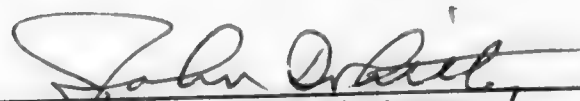
The Commission did not express objection to allocating \$6 million per year in State Funds for preserving the Interstate System. The Commission was in general agreement with the target rates on funding, with follow-up required on State Funds potentially allocated to interstate modernization needs.

The Commission expressed a desire to meet Monday, October 16, at noon for a workshop to discuss policy issues concerning the Six-Year Highway Improvement Program and the Highway Plan. There was discussion concerning the need for flexibility in combining funds. Mr. Gilmour said the concept was for the Commission to approve projects with the source of funding handled at the programming stage. The Commission agreed with this concept.

The workshop adjourned at 2:08 p.m.



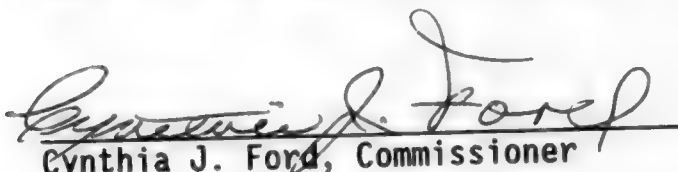
Michael P. Hollern, Chairman



John Whitty, Vice Chairman



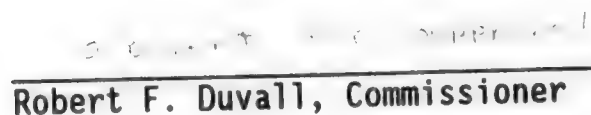
David F. Bolender, Commissioner



Cynthia J. Ford, Commissioner



Commission Services



Robert F. Duvall, Commissioner

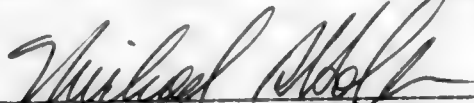
EXHIBIT A
MINUTES OF 9/19/89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

- 1) On July 14, 1989, approved a personal service contract with OTAK Consultants for developing a Public Involvement Program and Work Scope Definition Study for the Westside Bypass (I-5 - US 26) in Washington County. The contract becomes effective upon Executive Department approval and terminates May 1, 1990, at a cost not to exceed \$50,000. (Authorized State Highway Engineer to sign contract.)

Dated this 11 day of August, 1989



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

7-25-89

EXHIBIT A
MINUTES OF 9/19/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Beaver Marsh Southbound Safety Rest Area
Type of Work Gr., Pave, Sn., Illum. F.A. Proj. No. F-4-1(29)
Landscape & Buildings
County Klamath Highway The Dalles-California (US 97)
No. of Bidders 1 Low Bidder R. L. Coats, Bend, OR
Low Bid \$ 788,622.00
Engineer's Recommendation: Pending.
2nd Bidder: None
3rd Bidder: None

No. 2 Project Mitchell-Keyes Creek Summit (East Unit)
Type of Work Grading, Paving, Signing Contract 10,803
F.A. Proj. No. State
County Wheeler Highway Ochoco (US 26)
No. of Bidders 8 Low Bidder Elting, Incorporated, Clackamas, OR
Low Bid \$ 7,888,727.40
Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: West Company Construction, Inc., Bothell, WA \$8,386,112.50
3rd Bidder: Kiewit Pacific Co., Vancouver, WA \$8,562,223.00

No. 3 Project Kings Highway-Jasper Street (Medford)
Type of Work Grading, Paving, Illum., Signals & Water Line Contract 10,804
F.A. Proj. No. M-2420(4)
County Jackson Highway Stewart Avenue (City Street)
No. of Bidders 1 Low Bidder LTM, Inc., Medford, OR
Low Bid \$ 911,538.60
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Medford and receipt of deposit by the City.
2nd Bidder: None
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 8-1-89

EXHIBIT A
MINUTES OF 9/19/89

No. 4 Project Forest Boundary-Rice Road
Type of Work Grading & Paving F.A. Proj. No. Contract 10,805
County Lane Highway Florence-Eugene (ORE 126)
No. of Bidders 2 Low Bidder Wildish Corvallis Construction, Eugene, OR
Low Bid \$ 320,973.50

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Eugene Sand & Gravel, Inc., Eugene, OR
3rd Bidder: None

\$ 364,711.75
\$

No. 5 Project McKenzie Highway at 54th Street (Springfield)
Type of Work Traffic Sig. Installation F.A. Proj. No. State
County Lane Highway McKenzie Highway (ORE 126)
No. of Bidders 5 Low Bidder L. R. Brabham, Inc., Springfield, OR
Low Bid \$ 91,319.00

Engineer's Recommendation: Pending.

2nd Bidder: Linnco Electric Co., Albany, OR
3rd Bidder: Marca Electric Inc., Coquille, OR

\$ 91,436.50
\$ 96,742.50

No. 6 Project N. Chautauqua Blvd.-N. Delaware Avenue
Type of Work Grading, Paving, Signing, Signals & Storm Sewers F.A. Proj. No. Contract 10,807
County Multnomah Highway North Columbia Blvd.
No. of Bidders 4 Low Bidder Babler Bros., Inc., Portland, OR
Low Bid \$ 1,328,952.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA and the City of Portland and receipt of deposit by City.

2nd Bidder: Elting, Incorporated, Clackamas, OR
3rd Bidder: Tri-State Construction, Inc., Bellevue, WA

\$1,447,489.90
\$1,464,419.50

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 8-1-89

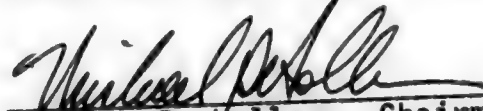
EXHIBIT A
MINUTES OF 9/19/89

No. 7 Project Stadium Freeway at S.W. 6th Avenue
Type of Work Grading, Paving, Signing, Signals & Landscaping F.A. Proj. No. IR-405-8(51)300
County Multnomah Highway Stadium Freeway (I-405)
No. of Bidders 2 Low Bidder Fabricators, Incorporated, Salem, OR
Low Bid \$ 284,981.00
Engineer's Recommendation: Pending.
2nd Bidder: White Construction Co., Lake Oswego, OR \$ 331,860.00
3rd Bidder: None \$

No. 8 Project Pacific Hwy. W. at SW Canterbury Lane (Tigard)
Type of Work Grading, Paving, Signing & Signals F.A. Proj. No. HES-IX-9-3(18)
County Washington Highway Pacific Highway West (ORE 99W)
No. of Bidders 2 Low Bidder White Construction Co., Lake Oswego, OR
Low Bid \$ 497,497.00
Engineer's Recommendation: Pending.
2nd Bidder: Dirt & Aggregate Interchange, Troutdale, OR \$ 535,844.80
3rd Bidder: None \$

On August 1, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on July 27, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3 and 6, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 23 day of August, 1989



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 9/19/89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Beaver Marsh Southbound Safety Rest Area
Type of Work Gr., Pave, Sn., Illum. F.A. Proj. No. F-4-1(29)
Landscape & Buildings
County Klamath Highway The Dalles-California (US 97)
No. of Bidders 1 Low Bidder R. L. Coats, Bend, OR
Low Bid \$ 788,622.00
Engineer's Recommendation: Reject all bids, readvertise at a later date.
2nd Bidder: None
3rd Bidder: None

No. 5 Project McKenzie Highway at 54th Street (Springfield)
Type of Work Traffic Sig. Installation F.A. Proj. No. Contract 10,806
State
County Lane Highway McKenzie Highway (ORE 126)
No. of Bidders 5 Low Bidder L. R. Brabham, Inc., Springfield, OR
Low Bid \$ 91,319.00
Engineer's Recommendation: Award to low responsive bidder.
2nd Bidder: Linnco Electric Co., Albany, OR \$ 91,436.50
3rd Bidder: Marca Electric Inc., Coquille, OR \$ 96,742.50

No. 7 Project Stadium Freeway at S.W. 6th Avenue
Type of Work Grading, Paving, Signing, F.A. Proj. No. 1R-405-8(51)300
Signals & Landscaping
County Multnomah Highway Stadium Freeway (I-405)
No. of Bidders 2 Low Bidder Fabricators, Incorporated, Salem, OR
Low Bid \$ 284,981.00
Engineer's Recommendation: Reject all bids, readvertise at a later date.
2nd Bidder: White Construction Co., Lake Oswego, OR \$ 331,860.00
3rd Bidder: None

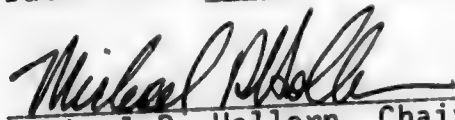
APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 8-8-89

EXHIBIT A
MINUTES OF 9/19/89

No. 8 Project Pacific Hwy. W. at SW Canterbury Lane (Tigard)
Type of Work Grading, Paving, Signing & Signals F.A. Proj. No. HES-IX-9-3(18)
County Washington Highway Pacific Highway West (ORE 99W)
No. of Bidders 2 Low Bidder White Construction Co., Lake Oswego, OR
Low Bid \$ 497,497.00
Engineer's Recommendation: Reject all bids, readvertise at a later date.
2nd Bidder: Dirt & Aggregate Interchange, Troutdale, OR \$ 535,844.80
3rd Bidder: None \$

On August 8, 1989, I accepted the State Highway Engineer's recommendation for award of Job 5 and for rejection of Jobs 1, 7, and 8 on which bids were received on July 27, 1989, and authorized him to sign the contract when conditions for the award have been met.

Dated this 23 day of August, 1989



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 9/19/89

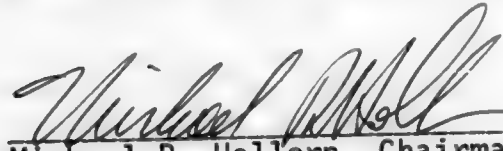
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

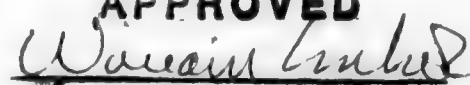
- 1) Letter of Agreement with Marion County to continue operation of the Buena Vista Ferry through November 1, 1989, with financial support from the Highway Division. The County will operate the ferry five days a week and the State will reimburse the County an estimated \$31,427 or one-half of the net costs estimated at \$62,854. The ferry will run Wednesday through Sunday and cost \$.50 for cars and \$1.50 for large trucks. (Authorize State Highway Engineer to sign contract.)

Dated this 11 day of August, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

08-09-89

APPROVED


Warren L. Linder
STATE HIGHWAY ENGINEER
Date 8/10/89

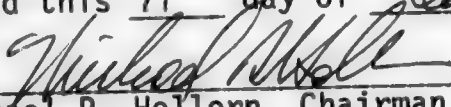
EXHIBIT A
MINUTES OF 9/19/89

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Supplemental agreement to a personal service contract with Jack J. Norman for conducting job analysis, developing criteria for testing, monitoring the pre-employment testing program, and conducting a follow-up validation study through March 15, 1990. This supplement increases the cost by \$5,000 for a new total not to exceed \$15,000. (Authorize Director to sign necessary agreement.)

Dated this 11 day of August, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

8-4-89

APPROVED


Deputy Director

Date 8 9 89

A
MINUTES OF 9/19/89

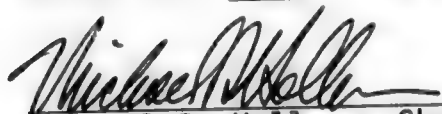
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

- 1) Local agency agreement with Klamath County to construct camp host facilities at the Klamath Sportsman Park. Facilities include road, camping pad, septic system, and electricity to site. State will contribute \$26,000 from the All-Terrain Vehicle Account Allocation Committee. (Authorize State Highway Engineer to sign necessary agreement.)
- 2) Personal service contract with Northwestern University to conduct a five-day "Traffic Management of Land Development" course for local public agencies November 27 to December 1, 1989.* Contract cost is not to exceed \$13,950, which includes instructional time, class materials, and travel expenses for the instructors. Contract cost will be partially reduced by the registration fee charged to participants. (Authorize State Highway Engineer to sign necessary agreement.)
- 3) Interagency agreement with University of Oregon's Department of Geography to provide digital map files required for future publications of the Oregon Highway Map and Oregon Highway Atlas from October 1, 1989, through March 1, 1991, at a cost not to exceed \$34,053.57. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 23 day of August, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

8-15-89

*Contract effective dates are November 1 to
December 31, 1989

APPROVED

STATE HIGHWAY ENGINEER

Date 8/19/89

EXHIBIT B
MINUTES OF 9/19/89

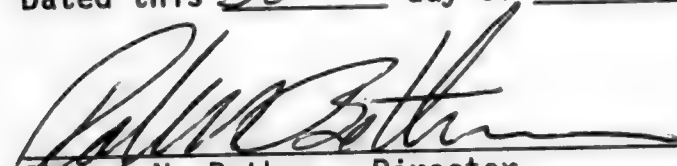
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On July 13, 1989, signed an agreement with Wyoming and Colorado Railroad Company, Inc., (WYCO) for operating and maintaining the Oregon/Eastern Branch Line following the rehabilitation of the rail line between Burns and Ontario (Malheur Lake Project in Harney County). (Transportation Commission approved May 16, 1989.)
- 2) On August 2, 1989, signed an interagency agreement with the Economic Development Department covering the Immediate Opportunity Fund. (Approved by Transportation Commission March 21, 1989.)
- 3) On August 10, 1989, approved a revised Memorandum of Understanding between ODOT and the Federal Highway Administration covering current billing procedures of the two agencies for expenditures under the Federal-aid Highway Program.

Dated this 30th day of August, 1989.


Robert N. Bothman, Director

August 29, 1989

EXHIBIT C
MINUTES OF 9/19/89

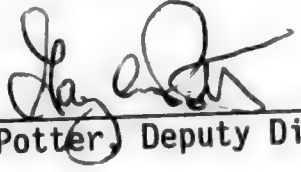
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On July 25, 1989, approved a personal service contract with Burgee Associates, Inc., to conduct two "Style-metrics" workshops on September 13 and 14, 1989, and February 13 and 14, 1990, at a total cost of \$2,400. (Judy Gregory signed for Deputy Director.)
- 2) On July 25, 1989, approved an interagency agreement with Chemeketa Community College for conducting a "Mid-Level Managers" workshop. This contract covers the period September 11-15, 1989, at a cost not to exceed \$2,840. (Judy Gregory signed for Gary Potter.)
- 3) On July 31, 1989, approved a personal service contract with Werner Brandt for installation of local area computer networks and to provide staff training from August 1, 1989, to June 30, 1991, at a cost not to exceed \$10,000.
- 4) On August 1, 1989, approved a personal service contract with Glaser & Associates, Inc., to conduct "Collaborative Problem Solving" workshops for management personnel on November 1 and December 6, 1989, at a cost not to exceed \$2,000. (Judy Gregory signed for Deputy Director.)

Dated this 30th day of August, 1989.



Gary A. Potter, Deputy Director

August 29, 1989

EXHIBIT DMINUTES OF 9/19/89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On July 20, 1989, established a 45 MPH speed zone across the Rogue River Bridge north of Gold Beach on the Oregon Coast Highway in Curry County. (See "Speed Zone Order No. 974".)
- 2) On June 23, 1989, signed a personal service contract with Beak Consultants, Inc., for biologic research and documentation effective July 26, 1989, to June 30, 1991, at a cost not to exceed \$50,000. (Chairman Hollern approved January 3, 1989.)
- 3) On July 24, 1989, signed a personal service contract with Andersen Consulting for development of an Information Resource Plan for the Maintenance Management System covering the period July 28 to December 31, 1989, at a cost not to exceed \$125,000. (Transportation Commission approved April 18, 1989.)
- 4) On July 28, 1989, approved a letter of agreement with Sweet Home School District No. 55 for a noise mitigation project on the Brownsville-Sweet Home Section of the Halsey-Sweet Home Highway in Linn County.
- 5) On July 28, 1989, approved a cooperative improvement agreement with Multnomah County and the City of Portland for traffic signal modifications at the intersection of the Mt. Hood Highway (Powell Boulevard) and SE 162nd Avenue in Multnomah County.
- 6) On July 31, 1989, approved Supplemental Agreement No. 4 with Howard Needles Tammen & Bergendoff for engineering services on I-5 at Highway 217/Kruse Way Section of the Pacific Highway. This supplement expands the work scope and increases the contract amount by \$46,600 for a new contract total of \$347,117. (William Anhorn signed for State Highway Engineer. The Oregon Transportation Commission approved the original agreement on July 22, 1986.)

D
MINUTES OF 9/19/89

- 7) On July 31, 1989, signed a personal service contract with Stop Oregon Litter and Vandalism (SOLV) for a two-year continuation of an anti-litter and vandalism campaign which terminates on June 30, 1991, at a cost of \$46,000. (Chairman Hollern approved contract on July 10, 1989.)
- 8) On August 3, 1989, approved a 7 percent increase in project authorization on the East Fork Coquille River (Weaver Rd.) Bridge on County Road No. 80112 in Coos County (Contract No. 10,685) in the amount of \$14,320.
- 9) On August 3, 1989, approved an interagency agreement with the Confederated Tribes of Siletz for continuation of the Job Training Participation Act Program effective July 1, 1989, to June 30, 1990.
- 10) On August 9, 1989, approved Modification No. 2 of a Work Order with the Federal Highway Administration for Concrete Pavement Drainage Rehabilitation. This modification covers Phase I time extension from June 30 to September 30, 1989, which does not affect the total project completion date of April 30, 1991. (William Anhorn approved for State Highway Engineer.)
- 11) On August 9, 1989, approved Supplement No. 3 to a personal service contract with CH2M Hill Northwest, Inc., on the Kiwa Springs-Mount Bachelor Section of Century Drive in Deschutes County. This supplement increases the contract time by 150 calendar days for a new total of 850 calendar days, which is necessary to review the environmental document. (Original agreement approved by Oregon Transportation Commission on July 22, 1986. William Anhorn approved for State Highway Engineer.)
- 12) On August 10, 1989, approved an interagency agreement with the Tri-County Metropolitan Transportation District (Tri-Met) for the Department to inspect the Holladay, Dornbecker, Gateway, and Glisan Bridges. Tri-Met will pay \$800 for these inspections. (William Anhorn approved for State Highway Engineer.)
- 13) On August 10, 1989, approved a personal service contract with Gossard-Pyron Associates for five days of training for Highway Region Team Building facilitators. This contract covers the period August 16 to September 29, 1989, at a cost not to exceed \$9,000. (Approved by William Anhorn for State Highway Engineer.)

EXHIBIT D
MINUTES OF 9/19/89

- 14) On August 10, 1989, approved an agreement with Deschutes County and Shopko Stores for installation of a traffic control signal on The Dalles-California Highway at Bend River Mall Avenue. Department will perform engineering and monitor work at the expense of Shopko Stores. (William Anhorn approved for State Highway Engineer.)
- 15) On August 10, 1989, approved a 6 percent increase in project authorization on Contract 10,662 for the Odell Avenue-Stephens Street Section of Winchester Street in Roseburg, Douglas County, in the amount of \$45,800. (William Anhorn approved for State Highway Engineer.)
- 16) On August 11, 1989, signed a personal service contract with CH2M Hill Northwest, Inc., to provide topographic, contour, and planimetric maps on a project-by-project basis for the Roadway Design Section through June 30, 1990, at a cost not to exceed \$50,000. (Approved by Transportation Commission on May 16, 1989. William Anhorn signed for State Highway Engineer.)
- 17) On August 11, 1989, signed a personal service contract with Pavement Services, Inc., to perform resilient modulus testing on an as-needed basis for the Surfacing Design Section through December 31, 1989, at a cost not to exceed \$10,000. (Approved by Chairman Michael Hollern on May 15, 1989.)
- 18) On August 14, 1989, signed a personal service contract with Dames and Moore to determine the feasibility of a tunnel beneath the Coos River at Coos Bay effective August 22 to December 31, 1989, at a cost not to exceed \$25,000. (Chairman Hollern approved contract on May 4, 1989.)

Dated this 30th day of AUGUST, 1989.

William Anhorn
for Donald E. Forbes, State Highway Engineer

August 29, 1989

EXHIBIT D
MINUTES OF 9/19/89

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>
Dice Construction, Inc. Contract No. 10682 Acceptance Date: July 27, 1989	Middle Fork Cold Springs Canyon Bridge Umatilla County
Hamilton Electric, Inc. Contract No. 10531 Acceptance Date: July 31, 1989	Pacific Hwy. W. at Main St. Polk County
D and D Paving Co. Contract No. 10477 Acceptance Date: July 31, 1989	Hwy. Materials Lab Bldg. Access Marion County
S and K Painting, Inc. Contract No. 10571 Acceptance Date: July 31, 1989	N. Fork Nehalem River Bridge Clatsop County
Oregon Asphaltic Paving Co. Contract No. 10595 Acceptance Date: August 1, 1989	Sunnyside Road Interchange Clackamas County
Coral Construction Co. Contract No. 10565 Acceptance Date: August 2, 1989	Siskiyou Pass Advance Warning Sign Jackson County
Stach Const. Co. Inc. and Stach Equipment Inc. Contract No. 10664 Acceptance Date: August 2, 1989	Lost River (Malone Road) Bridge Klamath County
Hamilton Construction Co. Contract No. 10369 Acceptance Date: August 7, 1989	Deschutes River Bridge Jefferson County
Weaver Construction Co. Contract No. 10516 Acceptance Date: August 17, 1989	Klamath Falls POE Truck Inspection Station Klamath County
Holm II, Inc. Contract No. 10523 Acceptance Date: August 17, 1989	W. Fork Salt Creek (Brown Rd.) Bridge Polk County

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Report of Action Under
Delegated Authority By
State Highway Engineer
Page 2

Contractor and
Contract No.

Section and County

William L. Pepper Construction
Contract No. 10611
Acceptance Date: August 18, 1989

Hillsboro/Silverton Hwy.—French
Prairie Road
Marion County

Holm II, Inc.
Contract No. 10547
Acceptance Date: August 18, 1989

Deer Creek Bridge
Yamhill County

R. L. Coats
Contract No. 10766
Acceptance Date: August 18, 1989

Hackett Drive—Gilchrist
Klamath County

C. G. Gredvig, Inc.
Contract No. 10453
Acceptance Date: August 24, 1989

Pacific Ave.—23rd Ave. (Forest
Grove)
Washington County

Kincheloe and Sons, Inc.
Contract No. 10758
Acceptance Date: August 24, 1989

Chiloquin Rock Production
Klamath County

F. E. Ward, Inc.
Contract No. 10528
Acceptance Date: August 24, 1989

Joe Ney Slough Bridge
Coos County


Wildish Corvallis Constr. Co.
Contract No. 10519
Acceptance Date: August 28, 1989

Bertelsen Rd.—Pacific Hwy. West
Lane County

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$10,834,744.98	\$10,834,744.98
Anticipated Costs	\$10,676,203.94	\$10,676,203.94
Percentage Overrun (Underrun)	-1.5%	-1.5%

August 31, 1989


Donald E. Forbes
State Highway Engineer

E
MINUTES OF 9/19/89

DATE: SEPTEMBER, 1989

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 30) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS:

CLATSOP COUNTY: ASTORIA BRIDGE SECTION - OREGON COAST HIGHWAY:

1) File 34418 - containing 36,100 S.F.; \$18,500; Approved 8/11/89.

CURRY COUNTY: BROOKINGS-WINCHUCK RD. SECTION - OREGON COAST HIGHWAY:

2) File Q-62.B-DOT - containing 7,800 S.F.; \$500; Approved 8/24/89.

JOSEPHINE COUNTY: GRANTS PASS-ROCK POINT SECTION - PACIFIC HIGHWAY:

3) Files 27142, 27145, & 27147 - cont. 10,000 S.F.; \$2,200; App. 8/09/89.

LANE COUNTY: FLORENCE-TAHKENITCH LAKE SECTION - OREGON COAST HIGHWAY:

4) File S0877 - containing 1,200 S.F.; \$250; Approved 8/09/89.

MULTNOMAH COUNTY:

MARQUAM BRIDGE-S.E. 84TH AVE. SECTION - MT. HOOD FREEWAY:

5) File 43777 - containing 5,000 S.F.; \$54,000; Approved 8/29/89.

6) File 44069 - containing 6,000 S.F.; \$25,000; Approved 8/11/89.

7) File 45983 - containing 5,000 S.F.; \$32,000; Approved 8/29/89.

8) File 46250 - containing 5,000 S.F.; \$37,500; Approved 8/29/89.

9) File 46672 - containing 7,500 S.F.; \$50,000; Approved 8/29/89.

10) File 46835 - containing 9,883 S.F.; \$47,500; Approved 8/24/89.

11) File 46945 - containing 5,000 S.F.; \$35,500; Approved 8/29/89.

12) File 47471 - containing 5,000 S.F.; \$45,000; Approved 8/29/89.

ST. HELENS ROAD-N.W. 21ST AVE. - COLUMBIA RIVER HIGHWAY:

13) File 38358 - containing 4,134 S.F.; \$19,200; Approved 8/02/89.

AGREEMENTS:

14) ODOT Agreement No. 1300 with Southern Pacific Transportation Company granting the State the right to construct, maintain, reconstruct, and use street or highway by means of an overpass; FOOTHILL BLVD./REDWOOD HIGHWAY overpass, C-473.06-BULB; File 57392.

15) File 58103 - Easement Deed from Bureau of Land Management to Highway Division; PENDLETON-JOHN DAY HIGHWAY; LONG CREEK-FOX SECTION; GRANT COUNTY; no consideration; Approved 8/01/89.

16) File 10168 - Deed from Highway Div. to Parks and Recreation Div.; RICKREALL-CORVALLIS SECTION - PACIFIC WEST HIGHWAY; POLK COUNTY; \$1,500; Approved 8/24/89.

EXHIBIT E
MINUTES OF 9/19/89

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R/W SERVICE AGREEMENTS:

- 17) R/W Service Agreement #354 (Revised); C. & A. #9530; with CITY OF KLAMATH FALLS; State agrees to act for Agency in performing those services related to the acquisition of right-of-way for Agency; U.S. 97 - INDUSTRIAL WAY (KLAMATH FALLS); CAMPUS WAY (CITY STREET); Approved 7/24/89.
- 18) R/W Service Agreement #362; C. & A. #9886; with STATE OF OREGON, DEPT. OF GENERAL SERVICES; State agrees to act for Agency in performing those services related to the relocation of a resident or tenant for 943 PARRISH ST., SALEM; MARION COUNTY; \$300 advance deposit for preliminary estimate of costs; Approved 8/09/89.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:

BENTON COUNTY:

CORVALLIS BY-PASS - CORVALLIS-NEWPORT HIGHWAY:
58089 Donald R. Ward \$ 12,800 App. 8/09/89

CLACKAMAS COUNTY:

CASCADE HWY. N.-LESTER AVE. - JOHNSON CREEK BLVD.:
58075 Francis Albert & Richard E. Peters \$ 19,872 App. 8/24/89
58075 Ramsay Signs (Sign only) \$ 2,220 App. 8/28/89

CLACKAMAS HIGHWAY-GLADSTONE INTERCHANGE - S.E. 82ND DR./EVELYN ST. (COUNTY):
58603 Charles Schram & June E. Schram \$ 2,000 App. 8/24/89

LESTER INTERCHANGE & 92ND AVENUE - LESTER AVENUE:
58354 Barwell Park Water District \$ 2,000 App. 8/03/89

PARROTT CREEK BRIDGE - S. NEW ERA ROAD:
57025.A Edward D. and Norma E. Reif \$ 1,200 App. 8/18/89

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:
57797 John R. Conway & Judith D. Conway \$ 4,000 App. 8/18/89
57798 Charles E. Saul & Beth M. Saul \$ 2,700 App. 8/18/89
57824 Julius Robertson \$ 4,825 App. 8/01/89

S.W. TERWILLIGER BLVD.-LADD ST. (LAKE OSWEGO) - OSWEGO HIGHWAY:
54566 Southern Pacific Transportation Company \$ 5,200 App. 8/18/89

ZIG-ZAG-RHODODENDRON - MT. HOOD HIGHWAY:
57712 Nancy R. Bolton \$ 150 App. 8/24/89
57720 Robert W. Smythe \$ 150 App. 8/24/89
57722 Joseph B. Kent Co. \$ 150 App. 8/24/89

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CLATSOP COUNTY:

DOOLEY BRIDGE-CANNON BEACH JUNCTION - OREGON COAST HIGHWAY:

58224	Vaughn Allen	\$ 150	App. 8/03/89
58229	Evelyn A. Harms; Lanny M. Shuler;	\$ 150	App. 8/09/89
	Larry & Gina Horning		
58281	Lawrence & Gina Horning	\$ 150	App. 8/03/89
58334	State of Oregon, Dept. of Fish & Wildlife	\$ 2,000	App. 8/09/89

COLUMBIA COUNTY:

SCL SCAPPOOSE-MULTNOMAH COUNTY LINE - COLUMBIA RIVER HIGHWAY:

58300	Bernard A. & Marjorie Mares	\$ 750	App. 8/03/89
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DESCHUTES COUNTY:

O'NEIL JUNCTION-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:

57545	Steven A. & Elizabeth Young	\$ 7,500	App. 8/15/89
	Charles & Sharon Johnson		
57569	John W. & Bertha M. Newton	\$ 2,200	App. 8/01/89
57572	Central Electric Cooperative, Inc.	\$ 10,250	App. 8/03/89
57576	Lou & Sharon Dobbins	\$ 7,655	App. 8/03/89
	Malcolm C. & Irene E. Sullivan		
57588	Edna P. Jennings	\$ 2,300	App. 8/22/89
57589	Gerald E. & Dorothy L. Nordlund (Fee)	\$ 800	App. 8/09/89
	Elmer F. Miler (C.P.)		
57592	Richard & Shirley Butler	\$ 2,650	App. 8/01/89

DESCHUTES/KLAMATH COUNTIES:

U.S. 97 PASSING LANES - THE DALLES-CALIFORNIA HIGHWAY:

6008 001	U.S. Forest Service (Timber)	\$8,681.80	App. 8/03/89
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DOUGLAS COUNTY:

CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:

57458	Jay Smith & Shari A. Smith	\$ 3,800	App. 7/31/89
57458	Carl E. Winsenberg; Virginia R. Winsenberg	\$ 2,330	App. 8/24/89
57473	Gener L. Spurlock (Fee)	\$ 1,825	App. 8/09/89
	Harold L. & Betty Cole (C.P.)		
57476	George A. Falke & Gary D. Falke	\$ 900	App. 8/18/89
57487	Wayman Schmidt; Scott Schmidt;	\$ 2,250	App. 8/10/89
	Shari Schmidt		
57490	Susan J. Wafer, Conservator for the	\$ 29,000	App. 8/02/89
	Estate of Melissa Kay White; Sarah Jean White		
57491	United Methodist Church of Camas Valley	\$ 8,575	App. 8/09/89
57492	Carol L. Maggini	\$ 3,025	App. 8/10/89
57494	Ervin & Nancy Knebel	\$ 1,000	App. 7/31/89
57495	Lucille Spurlock	\$ 25,350	App. 7/31/89

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Report of Actions Taken Under Delegated Authority
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OPTIONS: DOUGLAS COUNTY: CAMAS VALLEY - COOS BAY-ROSEBURG HWY.: (Continued)

57496	Roger J. Thrush	\$ 1,175	App. 8/03/89
	Estate of Melissa Kay White; Sarah Jean White		
57497	Pacific Northwest Bell Telephone Company	\$ 1,880	App. 8/18/89
	dba U. S. West Communications, Inc.		
57504	Kay Ellen Barrett, individually & Conserv.	\$ 6,638	App. 8/02/89
	of the Estate of Alyson Susan Barrett		

NORTH ROSEBURG INTERCHANGE - PACIFIC HIGHWAY:

58200	Edith M. Palmer	\$ 24,200	App. 7/20/89
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ODELL AVE.-STEPHENS ST. (ROSEBURG) - WINCHESTER ST.:

58328	Lillian Sutherland	\$ 2,500	App. 8/28/89
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GRANT COUNTY:

LONG CREEK-FOX - PENDLETON-JOHN DAY HIGHWAY:

58102	L. F. & Mildred McGirr	\$ 36,350	App. 8/18/89
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LONG CREEK MATERIAL SOURCE - KIMBERLY-LONG CREEK HIGHWAY:

48694	L. F. & Mildred McGirr	\$ 500	App. 8/24/89
	(5-yr. lease w/1-yr. Option for Renewal		
	@ \$100 annually)		

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE ROAD - MT. HOOD HIGHWAY:

57133	Thayle J. Best	\$ 48,400	App. 8/03/89
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JACKSON COUNTY:

E. FORK EVANS CREEK (ASBESTOS) BRIDGE - E. EVANS CREEK ROAD:

58182	Timothy & Joan White-Tanner	\$ 1,150	App. 8/02/89
58183	Joseph Holland	\$ 975	App. 8/09/89
58183	Joseph Holland (Hansen for QCD)	\$ 100	App. 8/25/89

JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JUNCTION - REDWOOD HIGHWAY:

57405	Grants Pass Associates/1981	\$ 64,000	App. 8/18/89
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KLAMATH COUNTY:

KERN SWAMP ROAD-WEYERHAEUSER ROAD - GREEN SPRINGS HIGHWAY:

57759	R. A. & E. M. Talbot	\$ 23,500	App. 7/31/89
57770	Steve H. & Rosemarie Collman	\$ 1,025	App. 8/22/89

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MINUTES OF 9/19/89

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LINN COUNTY:

LAKE CREEK-PACIFIC HWY. - CORVALLIS-LEBANON HIGHWAY:

38503	C. & K., Inc. (Cho Young Yup, Pres.)	\$ 1,000	App. 8/03/89
57691	Linn Humane Society	\$ 9,060	App. 8/03/89
57692	Carl & Delman Grell	\$ 11,600	App. 8/09/89
57693	Fred & Leona Grell	\$ 3,100	App. 7/31/89
58302	George L. & Agnes V. Koos	\$ 200	App. 8/03/89
58578	Western Energetix Corpotation	\$ 200	App. 8/09/89
58579	Cummings Transfer Co.	\$ 200	App. 8/03/89

QUEEN AVE.-CORVALLIS/LEBANON HWY. - ALBANY-JUNCTION CITY HIGHWAY:

55481	Ferrell Gas, Inc. (Tenant) (Improvements)	\$ 830	App. 8/09/89
55483	Donald R. Ramsay, Susan M. Ramsay	\$ 2,100	App. 8/14/89
55489	City of Tangent	\$ 100	App. 7/31/89
58009	Northrup King Co.	\$Donation	App. 8/14/89

MARION COUNTY:

LITTLE NORTH FORK-NO. SANTIAM HIGHWAY:

58279	Mary Jean & Ivan Warrick	\$ 5,000	App. 7/26/89
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MULTNOMAH COUNTY:

S.E. 221ST-S.E. 242ND AVE. - S.E. STARK ST.:

58415	Kenneth N. Walter	\$ 200	App. 8/24/89
58418	Leona F. Kendall	\$ 200	App. 8/24/89
58421	Gary E. & Sharon L. Hotchkiss	\$ 200	App. 8/22/89
58422	Louise B. Padley	\$ 200	App. 8/24/89
58429	Jesse G. & Eileen F. Peckham	\$ 200	App. 8/24/89

SKYLINE BLVD. @ CORNELIUS PASS - SKYLINE BOULEVARD:

58531	Wilbur G. Miller, Margaret Miller, and Ruth Miller	\$ 100	App. 8/18/89
58532	Malcolm & Gladys Abernathy	\$ 175	App. 8/09/89

WASHINGTON COUNTY:

BEAVERTON-TUALATIN HWY. @ MCDONALD - BEAVERTON-TUALATIN HIGHWAY:

56992	Fred A. Vincent; Sue A. Vincent	\$ 1,450	App. 8/01/89
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DENNEY ROAD-PACIFIC HWY. WEST - BEAVERTON-TIGARD HIGHWAY:

58341)	Foreign Mission Foundation	\$ 8,500	App. 7/24/89
58342)	Gene L. & Vivian M. Davis	\$ 2,150	App. 7/24/89

(Land on the above two files with combined value of \$10,650; plus \$2,190 down pymnt. and Land Sales Contract for \$17,560 were given in EXCHANGE for State surplus land valued at \$30,400 (File 32675).

EXHIBIT E
MINUTES OF 9/19/89

Report of Actions Taken Under Delegated Authority
September, 1989
Page Six

OPTIONS: WASHINGTON COUNTY: (Continued)

M.P. 3.29 NORTHSIDE - TUALATIN VALLEY HIGHWAY:

6007 003	P. & F. Properties of the N.W. (William C. Floberg; Steven P. Preece)	\$	0	App. 8/03/89
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S.E. 21ST TO BASELINE - TUALATIN VALLEY HIGHWAY:

57030	Gary J. Haberman/Mexicali Express, Inc.	\$468,000	App. 8/09/89
57649	City of Hillsboro Parks & Recreation Dept.	\$196,700	App. 8/01/89
57655	McDonald's Corp.	\$ 2,315	App. 8/09/89

WHEELER COUNTY:

MITCHELL KEYES CREEK (EAST UNIT) - OCHOCO HIGHWAY:

58097	Evan W. & Dorothy E. Thomas	\$ 19,650	App. 8/02/89
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Dated this 5th day of September, 1989

for Steven Green
Steven Green, Right of Way Manager



EXHIBIT F
MINUTES OF 9/19/89

Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305
DATE: August 16, 1989

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Under Delegated Authority by
State Parks Administrator

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to plans and specifications during the 1987-89 biennium.

<u>Contractor and Contract Agreement No.</u>	<u>Park</u>	<u>Acceptance Date</u>
Ron Kaufmann - builder #7428	Honeyman	12-07-87
Eger Construction Co. #7388	Collier	12-29-87
Art Koning & Associates #7269	Honeyman	01-26-88
Tom Wires Enterprises, Inc. #7488	LaPine	04-14-88
KIP Construction #8022	Honeyman	04-29-88
Highway Specialty Contractors #8001	Tugman	06-10-88
Highway Specialty Contractors #8001	Heritage Landing Deschutes River	06-15-88
Dirt & Aggregate Interchange, Inc. #8085	Rockaway	06-15-88
R.J. Armstrong & Assoc. Contractors, Inc. #7343	Silver Falls	07-08-88
Baysinger Construction Co. #8141	Boardman	07-15-88

EXHIBIT F
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Coral Construction Co. #8442	Cape Lookout	01-06-89
Ausland Construction #8448	Valley of the Rogue	02-03-89
Laskey-Clifton #8460	Bullards Beach	02-14-89
REAN Constructors, Inc. #8625	Beverly Beach	04-14-89
Insulation Removal Specialists #9093-89-001	Tryon Creek	05-31-89
Pacific Mobile Leasing, Inc. #8626	Prineville Res.	05-31-89
Pacific Land Construction #9163	Parrett Mountain	06-09-89
M&F Building Co. #8620	Loeb	06-14-89
Portable Hydraulic Dredging, Inc. #9093-89-002	Rooster Rock	06-27-89
Toombs Builders #9152	Lake Owyhee	06-30-89

Dated this 16 day of August, 1989


David G. Talbot, State Parks Administrator

DGT:sg



E/H 37 F
MINUTES OF 9/19/89

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305 FAX (503) 378-6447

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On August 4, 1989, approved Steamboat Inn's request to construct a leachfield within the North Umpqua River Scenic Waterway in Douglas County.

On August 17, 1989, approved a land use permit with Lowen Pankey, Clackamas County for agricultural purposes.

On August 17, 1989, approved a land use permit with Eugene Water and Electric Board, Lane County, for anchor and guy wire for electrical support system.

On August 21, 1989, approved a land use permit with the City of Lake Oswego, Clackamas County, for installing, maintaining and repairing a storm drain through a portion of Tryon Creek State Park.

Dated this 28 day of August, 1989


David G. Talbot, State Parks Administrator

DGT/sg



EXHIBIT G
MINUTES OF 9/19/89

State of Oregon Aeronautics Division

3040 25th STREET S.E., SALEM, OREGON 97310 PHONE 378-4880

August 31, 1989

COM 5-1

MEMO TO: Mike Hollern, Chairman
David Bolender
Robert F. Duvall
Cynthia J. Ford
John Whitty
Oregon Transportation Commission

FROM: Paul E. Burket *Paul E. Burket*
Aeronautics Administrator

SUBJECT: Agenda Item for September 19, 1989 Commission Meeting
(Actions by Aeronautics Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions I have taken under the authority delegated to me by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 3/22/89 Personal Service Contract No. P-1-89-VIII, AIP No. 3-41-0000-S6 (CASP 8) Marjorie MacQueen dba Marjorie Hanley & Associates (delivery date 1/31/90).
2. 4/17/89 Application for Federal Assistance (FAA) Bandon State Airport Improvement Project. (Total project \$522,222/Federal \$470,000/State \$52,222).
3. 5/1/89 Application for Federal Assistance (FAA) Wasco State Airport--Phase II (Total project \$314,544/Federal \$291,428/State \$31,454.)
4. 5/25/89 FAA Grant Agreement, Project No. 3-41-0068-04/Contract No. DOT--FA89NM-0016, Wasco State Airport (\$290,000).
5. 5/30/89 Amendment No. 4 to Personal Services Contract No. P-1-88-V dated 1/15/88 (revised delivery schedule from 5/31 to 8/31/89).
6. 5/31/89 Request for Federal Assistance (preapplication)(Total project \$840,000/Federal \$756,000/State \$84,000).
7. 5/31/89 Amendment No. 1 to Personal Services Contract No. P-5-88-VIII, AIP No. 3-41-0000-S6. Extends delivery date from 5/31/89 to 9/30/89.

- 8707 -

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

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8. 6/14/89 Grant Agreement for Project No. 3-41-0006-01, Contract No. DOT-FA89NM-0024--FAA, Bandon State Airport (\$470,000 land acquisition/runway obstruction/expand apron/overlay connecting taxiway and runway).
9. 6/30/89 Personal Service Contract No. P-2-89, Bandon and Brookings State Airports Master Plan Studies (Reid Middleton, Inc.)(Begin 6/30/89--delivery date 6/30/90(\$91,490).
10. 7/13/89 Professional Services Agreement (Siletz Bay State Airport lights and drainage) Century West Engineering (Delivery date 12/31/89).
11. 7/21/89 Interagency Letter of Agreement with Executive Department on EAP.
12. 8/11/89 Request for Reimbursement--FAA Project 3-41-0004-02, Final payment #6, Aurora Master Plan (\$3,206.61).
13. 8/11/89 Request for Reimbursement--FAA Project No. 30-41-0000-S2, payment #11 OCASP IV (\$7,185.26).
14. 8/11/89 Amendment No. 5 to Personal Service Contract No. P-1-88-V AIP Project No. 3-41-0000-53 (CASP 5) M. Hanley & Associates (extended delivery date from 8/31/89 to 1/31/90).
15. 8/23/89 Interagency Agreement with State Forestry Department for maintenance of OAD vehicles.
16. 8/25/89 FY 1990 Airport Safety Data Inspection Contract--NASAO/Care (85 airports and 3 redrafts of ALP's) (NTE \$22,630).
17. 8/29/89 Amendment No. 2 to Personal Service Contract P-2-88-VI for AIP Project No. 3-41-0000-S4 (CASP 6) M. Hanley & Associates (extends delivery date from 8/31/89 to 6/30/90).

Real Property Action

1. 3/7/89 Noncommercial Hangar Site Lease, Lebanon State Airport, Richard Runia, Site E-15 (excpies 9/7/93).
2. 3/7/89 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Guy E. Martin, Site N-11 (expires 1/31/94).
3. 3/16/89 Notice of Contract Termination, Lebanon State Airport, Jerry Connard, SADIQ, Default.
4. 3/16/89 Pacific City State Airport, Ingress Egress Permit, Richard G. Foreman and Shirley Foreman (expires 1/1/89).

5. 3/16/89 Noncommercial Hangar Site Lease, Toledo State Airport, Glenn L. Jones (expires 9/27/93).
6. 3/16/89 Commercial Hangar Site Lease, Condon State Airport, Snake River Aviation Company, Gary D. & Kerry D. Zuber dba Zubair (expires 7/31/93).
7. 4/4/89 Farming Lease, Wasco State Airport, Thomas O. McCoy (expires 2/28/94).
8. 4/11/89 Noncommercial Hangar Site Lease, Powers State Airport, Charles D. Burrus (expires 2/28/94).
9. 4/13/89 Deed of Transfer Tri-City State Airport to City of Myrtle Creek.
10. 4/18/89 Amendment (modification) No. 1 to Contract #57-04H1-8-4280USFS, John Day State Airport. Modifies annual land lease schedule 10/1/87 through 9/30/92 @ \$1200/year then 10/1/93 through 9/30/97 @ \$1300/year.
11. 4/28/89 Noncommercial Hangar Site Lease, Siletz Bay State Airport, John Schall, Site 6 (expires 4/30/94).
12. 5/15/89 Termination of Hangar Site Lease dated 2/15/72, Tri City State Airport, Tri City Hangars, Inc.
13. 6/6/89 Commercial Hangar Site Lease, John Day State Airport, Site 3, Howard Temple/Grant County (OAD approval only)(expires 4/30/94).
14. 6/14/89 Noncommercial Hangar Site Lease, Toledo State Airport, Glenn L. Jones, Site 4 (expires 9/27/93).
15. 6/16/89 Noncommercial Hangar Site Lease, John Day State Airport (OAD approval only) Dennis & Barbara Smith, Site 11 (expires 4/31/94).
16. 6/21/89 Noncommercial Hangar Site Lease, Lebanon State Airport, Lee A. Borchers, Site W-12 (expires 5/21/94).
17. 7/5/89 Noncommercial Hangar Site Lease, John Day State Airport (OAD approval only), Tall Grass Ranch, Site 10 (expires 6/30/94).
18. 7/10/89 Noncommercial Hangar Site Lease, Siletz Bay State Airport, Eldon Wood/Barry Ward, Site No. 4 (expires 11/3/93).
19. 8/8/89 Noncommercial Hangar Site Lease, Condon State Airport, Ian B. Jamieson, Site "C", (expires 12/31/93) (\$55.95/yr.).
20. 8/23/89 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Bruce A. Tifft, Site 6 (expires 7/31/94).

EXHIBIT HMINUTES OF 9/19/89

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Clyde L. Bever L-8962 R-54587 Section: Table Rock Road at Viles Rd. Highway: Table Rock Road County: Jackson	\$15,975	\$15,975	\$22,000
Remarks:			

Gary C. George L-9338 R-49262 Section: N.C.L. Stanfield - Stanfield Intchge. Highway: Umatilla - Stanfield County: Umatilla	\$5,850	\$15,529	\$16,000
Remarks:			

Ferdie Hudemann L-9339 R-56817 Section: N.C.L. Stanfield - Stanfield Intchge. Highway: Umatilla - Stanfield County: Umatilla	\$24,074	\$32,300	\$24,074
Remarks: Settled for amount of the complaint			

Jerry L. Morris L-9308 R-56918 Section: Redmond - Bend (South Unit) Highway: The Dalles - California County: Deschutes	\$3,600 (\$1,550 fencing allowance)	\$2,987	\$3,500
Remarks:			

CAC:LAH:cfs:082889/9072G

EXHIBIT 1
MINUTES OF 9/19/89

August 9, 1989

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

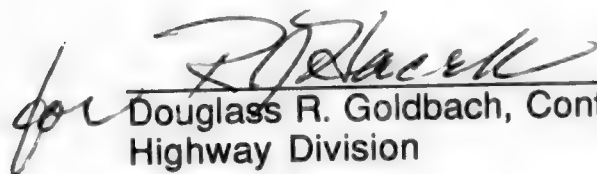
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On August 9, 1989, \$4,988,836.99 was distributed to the counties as their share of motor vehicle revenues for the month of July, 1989.

On August 9, 1989, \$ 3,102,145.13, was distributed to the cities for the month of July, 1989

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of August, 1989.


Douglass R. Goldbach, Controller
Highway Division

cc: Bob Bothman
John Elliott

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

LUNCH
WORKSHOP
DINNER MEETING
OCTOBER 16, 1989

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOP
LUNCH
OCTOBER 17, 1989

At 12 noon, October 16, 1989, the Transportation Commission met in the Large Conference Room of the Transportation Building in Salem for a workshop on the Six-Year Highway Improvement Program. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert F. Duvall, Member
Roger L. Breezley, newly-appointed Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
Don Forbes, State Highway Engineer
Bill Anhorn, Deputy Highway Engineer
Cathleen Carter, Governor's Office
Fran Neavoll, Commission Services

There were other staff persons present.

Following lunch, Chairman Hollern introduced Roger L. Breezley, newly-appointed member of the Transportation Commission replacing Robert Duvall, who was resigning.

Mr. Forbes said the Highway Division would be giving status reports on the following items:

- 1) Update on change process.
- 2) Overview of the gainsharing pilot program.
- 3) Highway Plan and Six-Year Highway Improvement Program Update.
- 4) Access management as it relates to the Access Oregon Highways.

Mr. Forbes recalled the following: why he was hired; observations made since he has been on the job; his purpose; and visions of a well-run organization. One of the visions is to recognize people and reward them for outstanding results based on performance.

Mr. Forbes described the Division's pilot program in that area, known as gainsharing. He explained this concept as a sharing of dollar gains in an organization with employees who make the gains possible, such as paying bonuses on measurable performance. He said he had traveled to North Carolina to view their gainsharing program and to obtain ideas for implementation.

Mr. Forbes mentioned some of the benefits of an incentive program as increasing productivity; increasing service ethic; recruiting, retaining, and motivating qualified employees; and tying employee/team success to organizational success. He said the two components of the program are the measurement tool (productivity matrix) and percentage of

gains returned to employees. He mentioned the performance measures in the following areas as labor efficiency, quality, safety, and materials.

Craig Holt, coordinator of the Gainshare Program, described a pilot study which will be in progress for one year at the Bend Equipment/Service Shop. He explained the productivity matrix concept. He said a good program should encourage creativity and ideas, further team building, improve communications, and clarify mission. He also mentioned the service and customer satisfaction surveys that were completed.

Chairman Hollern called for a recess at 1:30 p.m.

At 1:45 p.m., Chairman Hollern reconvened the workshop. Dale Wilken, Division Administrator, Federal Highway Administration, joined the workshop.

Mr. Forbes reiterated the Highway Division's mission, values, and standards and the relationship with the long-term vision of the highway system (Highway Plan and Six-Year Program) and the organization.

Mr. Forbes recalled that the Commission at the June and September workshops had reached the following consensus:

- 1) The Highway Plan will guide investment decisions.
- 2) Protecting the investment is the number one priority (preservation funding).
- 3) Current Program commitments will be kept (in phasing-in changes required by Highway Plan).
- 4) Funds will be equitably distributed on the basis of need.
- 5) State and Federal Funds will be used in the most cost-effective manner.
- 6) \$60 million in State Funds will be spent on Interstate preservation needs for the years 1991-2000.

Mr. Forbes asked for the Commission's decisions on the following issues:

- 1) Funding assigned to modernization on Interstate, Access Oregon Highways and all other highways for 1991-2000.
- 2) Potential use of State Funds to meet Interstate modernization developmental commitments.
- 3) Percentage of funds spent on modernization and preservation for Six-Year Program for 1991-1996.

Mr. Royer reviewed his discussion at the June workshop in Coos Bay concerning the major Highway Plan Program areas, the 1984 Plan, and

the recent revenue changes from 1985 to 1989. He reviewed the following charts:

TOTAL TEN YEAR (1991-2000) NEEDS
(Dollars In Millions)

Modernization	\$ 5981
Preservation	\$ 1094
Operations	\$ 305
Maintenance	\$ 1508
Other	<u>\$ 497</u>
Total	\$ 9385

REVENUE AVAILABLE TO STATE
1991-2000

Federal Funds	\$ 1160
State Funds	<u>\$ 2737</u>
Total	\$ 3897

PRIORITY NUMBER ONE: PRESERVE THE SYSTEM
(Dollars In Millions)

	<u>Highway Plan Standards</u>	<u>Ten Year Need</u>	<u>Proposed Funding Level</u>
Preservation	90% Fair or Better	\$1094	\$ 698
Operations	60%	\$ 305	\$ 183
Maintenance	85%	\$1508	\$1282
Other		<u>\$ 497</u>	<u>\$ 497</u>
Total		\$3404	\$2660

FUNDS AVAILABLE FOR MODERNIZATION
(Dollars In Millions)

Total Revenue	\$3897
Revenue Needed to Preserve System	<u>-\$2660</u>
Revenue Available for Modernization	\$1237

UNCOMMITTED FUNDS 1991-2000
(Dollars In Millions)

Total Available for Modernization	\$1237
Modernization funds committed for 1991-94 in current 6-year Program	<u>-\$ 353</u>
Amount Available for New Projects	\$ 884
House Bill 3447 Revenue	<u>\$ 287</u>
Total Revenue Available	\$1171

Mr. Royer discussed the modernization alternatives assuming \$60 million would be committed to Interstate preservation for all alternatives as follows:

Alternative 1: Spread over whole system on basis of mileage by allocating \$106 million for interstate modernization, \$180 million for Access Oregon Highways, \$775 million for other highways, and \$50 million for immediate opportunity funds.

Alternative 2: 50-50 between Access Oregon Highways and others by allocating \$64 million for interstate modernization, \$530 million for Access Oregon Highways, \$467 million for other highways, and \$50 million for immediate opportunity funds.

Alternative 3: All on Access Oregon Highways by allocating \$1061 million and \$50 million for Immediate Opportunity Funds.

Alternative 4: Allocates \$201 million for interstate modernization, \$563 million for Access Oregon Highways, \$297 million for other highways, and \$50 million for Immediate Opportunity Funds.

Mr. Royer said Alternative 4 is the recommended alternative. He presented a chart that displayed the percentage of modernization needs met using the varying modernization alternatives. He said the recommended alternative would satisfy 31 percent (\$399 million) of the Interstate modernization needs, 46 percent (\$696 million) of the Access Oregon Highways needs, and 13 percent (\$413 million) of the other highway needs. To accomplish the Interstate target would require receiving additional funds through discretionary or demonstration grants, bonding, local/private sources or additional State Funds. He displayed charts entitled Systems Comparisons and Year 2000 Targets. (Written document in Commission's files, Salem.) There was also discussion concerning bonding, pursuing different levels of funding, and toll roads.

There was a general agreement by the Commission of the following concepts as presented by Mr. Royer:

- 1) The amount of funds assigned to modernization on the Interstate, Access Oregon Highways and all other highways.
- 2) The use of State Funds to meet Interstate modernization developmental commitments if needed.
- 3) The percentage of funds spent on modernization, preservation and operations for the Six-Year Program for 1991-1996.

Mr. Forbes asked for the Commission's direction with respect to access control and speed on the Access Oregon Highways. Mr. Forbes said policy and planning issues have already been raised on projects, such as the Mt. Hood Parkway, Westside Bypass, and the Sunrise Corridor. The following areas were discussed for consideration in developing a policy statement:

- 1) Rural setting. (May have physical barriers.)
- 2) Mixed use area. (Small towns such as Newberg.) Bypasses.
- 3) Urban setting through cities such as Gresham.
- 4) Destination vs. flow through and corridor land bank issues.

There was also discussion concerning the coordination of this policy with the Department of Land Conservation and Development. It was the consensus of the Commission for Mr. Forbes to prepare a draft policy for their consideration with firmer access control.

Chairman Hollern presented Commissioner Duvall with a certificate of appreciation for his serving on the Transportation Commission.

The workshop adjourned at 3:45 p.m.

At 7 p.m., October 16, 1989, the Transportation Commission held a dinner meeting at the McNary Restaurant, 6255 River Road North, Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
Carol Mitchell, representing Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
Larry Jacobson, Deputy Administrator of Parks and Recreation
Division
Dennis Moore, Administrator of Public Transit Division
Paul Burket, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Fran Neavoll, Commission Services
Roland Casad, Manager of Policy and Finance
Harold Lasley, Manager of Civil Rights
Lina Garcia Seabold, Executive Department
Ruth Kahn, Executive Department

There were other staff persons present.

Mr. Potter reported that, as a result of Senate Bill 1189 passed by the 1989 Legislature, the Transportation Commission will be appointing a new Emerging Small Business Advisory Committee. He explained that the

Committee will recommend a two-year pilot plan for the Department to assist emerging small businesses in overcoming barriers to participation in public improvement projects. He introduced Lina Garcia Seabold and Ruth Kahn from the Executive Department, who are working cooperatively with the Civil Rights Section on implementation of the program.

Harold Lasley explained the DBE/MBE program in effect prior to the legislation and why the legislation was established. He said the Committee must report their recommendations to the Commission and the Legislative Committee on Trade and Economic Development.

The legislation requires the Department to contract to emerging small businesses that are located in economically depressed areas of the State as designated by the Economic Development Department. Mr. Lasley mentioned that Northeast Portland and Coos Bay are two areas that have been identified by EDD. The Department is required to implement the plan no later than March 1, 1990.

Mr. Lasley said the Department when undertaking a contract shall deposit with the State Treasurer an amount equal to not more than one percent of the estimated cost of constructing the project. Any remaining unexpended funds will revert back to the Highway Fund on June 30, 1991.

Fred Heard, Interim Coordinator, discussed the issue areas as:

- 1) Bonding and other financial assistance.
- 2) Goals, policy for informal purchasing under \$50,000, and evaluation criteria for good faith efforts in advancing minority business enterprises and emerging small businesses.
- 3) Clearinghouse for upcoming major projects, technical assistance, program communications and marketing.

Mr. Heard handed the Commission a draft work plan for the program. (Copy in Commission's files, Salem.) He said there is an Interim Advisory Committee and it is proposed that a permanent committee will be appointed by the Commission at their November 14 meeting.

Chairman Hollern offered the Commission's assistance and support for implementing the program. The dinner meeting adjourned at 8:45 p.m.

At 8 a.m., October 17, 1989, the Transportation Commission met in 135 Transportation Building, Salem, to review the agenda for the formal meeting. (Notice of the review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
Carol Mitchell, representing Public Affairs
Larry Jacobson, Deputy Administrator of Parks and Recreation Division
Donald E. Forbes, State Highway Engineer
Paul Burket, Administrator of Aeronautics Division
David Moonaw, Administrator of Motor Vehicles Division
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

Mr. Potter called attention to the fact that the agenda document now contains an approximate time period for each presentation. He mentioned that this is to be used as a guide to keep the meeting running on time and to allow adequate time for Administrators to make their presentations.

Mr. Potter said on the formal agenda will be the 1990 and 1991 suggested Commission meeting dates and locations.

Mr. Jacobson advised the Commission that Dennis Messoline will be present at the formal meeting to discuss the request for a permit to dig for treasure at Oswald West State Park.

Mr. Forbes and Mike Wert, Project Manager, discussed an item on the agenda to proceed with consultant selection for a corridor-level environmental impact statement on the Western Bypass Project in Region 1. There was considerable discussion on the Western Bypass, such as completion of the project. Commissioner Breezley raised the issue on planning for the future. He expressed the desire of a long-range strategy for planning of future projects. Ms. Wert handed the Commission a newsletter entitled Western Bypass Study. The Commission expressed an interest in receiving this publication.

Mr. Potter briefed the Commission on the two delegations that would be appearing before the Commission.

Chairman Hollern asked about the status of the Eastbank Freeway Project. He was advised that the project may be ready for contracting this Fall.

Mr. Potter said he would also present an item at the formal meeting that was not listed on the agenda. He explained it is an amendment to a personal service contract with Data Processing Resources to provide continued support for the accounting system stabilization project. (See formal meeting minutes for approval.)

The agenda review adjourned at 8:59 a.m.

On October 17, 1989, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
Carol Mitchell, representing Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
Larry Jacobson, Deputy Administrator of Parks and Recreation Division
Dennis Moore, Administrator of Public Transit Division
Paul Burket, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Chairman Hollern opened the meeting by welcoming Roger L. Breezley, newly-appointed Commissioner. He is replacing Robert Duvall, who resigned from the Commission to devote more time to Pacific University. (A certificate of appreciation had been presented to Commissioner Duvall following the workshop on October 16.) He told Commissioner Breezley to feel free to participate in the meeting but advised him that he could not vote until confirmation by the Senate.

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the meetings of September 18 and 19, 1989.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2815 in Commission's files, Salem.)

(Continued on next page)

- 3) Amended, added and repealed Administrative Rules in Chapter 734, Division 55, regarding accommodation of Utilities and Miscellaneous Facilities and Activities on State Highway Rights of Way.

Rule expands on ORS 374.310 and responds to the Federal Highway Administration's 23 CFR Part 645, Accommodation of Utilities and Longitudinal Use of Freeway Right of Way. Rule also modifies an existing rule with only minor changes. The most significant change requires a permit applicant to furnish the Division with more information when requesting the use of a freeway right of way.

The proposed rule was published in the Secretary of State's Administrative Rule Bulletin on September 1, 1989, and no objections or adverse comments were received. (See Permit Rule No. 46A in Commission's files.) The permanent rule will be filed with the Secretary of State and effective on that date. The rule will also be published in their Administrative Rule Bulletin.

- 4) Authorized distribution of Fiscal Year 1990 Federal Aid Urban Fund Allocation to the urbanized and small urban areas of the State as follows:

FISCAL YEAR 1990 URBAN FUND ALLOCATION			
OCTOBER 1989			
OREGON'S FISCAL YEAR 1990 URBAN APPORTIONMENT			\$ 7,272,081
.....			
FUNDS ATTRIBUTABLE TO PORTLAND URBANIZED AREA			\$ 3,902,732
Less 1-1/2% HPR Funds		(58,541)	
Less 1/2% PR Funds		(19,514)	
Less Funds for the Oregon Road Finance Study		(1,610)	
PORTLAND URBANIZED AREA ALLOCATION			\$ 3,823,067
City of Portland's Fair and Equitable Allocation:			
City of Portland Population		= \$ 429,410 = 42.46% of \$3,823,067 =	
Portland Urbanized Area Population		\$1,011,409	
CITY OF PORTLAND ALLOCATION			\$ 1,623,274
BALANCE OF PORTLAND URBANIZED AREA ALLOCATION:			\$ 2,199,793
.....			
NONATTRIBUTABLE FUNDS TO BALANCE OF STATE			\$ 3,369,349
Less 1-1/2% HPR Funds		(50,540)	
Less 1/2% PR Funds		(16,847)	
Less Funds for the Oregon Roads Finance Study		(1,390)	
BALANCE OF STATE ALLOCATION			\$ 3,300,572
AREA	FEDERAL POPULATION	PERCENT OF TOTAL	FUND ALLOCATION
EUGENE	182,495	23.5959	\$ 778,799
MEDFORD	52,469	6.7840	223,911
SALEM	135,747	17.5515	579,300
RAINIER	1,659	0.2145	7,080
32 SMALL URBAN AREAS	401,050	51.8541	1,711,482
TOTALS	773,420	100.0000	\$ 3,300,572

FISCAL YEAR 1990 URBAN FUND ALLOCATION			
SMALL URBAN AREAS			
October - 1990			
URBAN AREAS	POPULATION	PERCENT OF TOTAL	FEDERAL FUNDS
ALBANY	28,020	6.7010	\$ 114,686
ASHLAND	16,310	3.9006	66,738
ASTORIA	10,180	2.4346	41,668
BAKER	9,325	2.2301	38,168
BEND	18,970	4.5367	77,645
CANBY	8,295	1.9838	33,952
COOS BAY	23,070	5.5172	94,426
CORVALLIS	42,320	10.1687	174,035
COTTAGE GROVE	6,915	1.6537	28,303
DALLAS	9,100	2.1763	37,247
GRANTS PASS	16,930	4.0488	69,294
HERMISTON	9,855	2.3568	40,336
KLAMATH FALLS	36,416	8.7089	149,051
LAGRANDE	11,525	2.7562	47,172
LEBANON	10,475	2.5051	42,874
LINCOLN CITY	6,340	1.5162	25,950
MCMINNVILLE	16,400	3.9221	67,126
MILTON-FREEWATER	5,700	1.3632	23,331
MONMOUTH	10,005	2.3927	40,951
NEWBERG	11,630	2.7813	47,601
NEWPORT	8,685	2.0770	35,547
ONTARIO	9,720	2.3245	39,783
PENDLETON	14,660	3.5060	60,005
PRINEVILLE	5,410	1.2938	22,143
REDMOND	6,950	1.6621	28,447
ROSEBURG	16,240	3.8838	66,471
SEASIDE	5,735	1.3715	23,473
SILVERTON	5,455	1.3046	22,328
ST HELENS	7,525	1.7996	30,800
SWEET HOME	6,990	1.6717	28,611
THE DALLES	10,715	2.5625	43,857
WOODBURN	12,080	2.8889	49,443
TOTAL	418,146	100.0000	\$ 1,711,482

(Continued on next page)

5) Authorized distribution of Fiscal Year 1990 Federal-Aid Secondary Funds to the individual counties of the State as follows:

FISCAL YEAR 1990 FEDERAL-AID SECONDARY (FAS) ALLOCATION TO COUNTIES October-1989			TOTAL FUNDS Including State's and Counties' Match money (Rounded to Thousands)	
COUNTY	FEDERAL FUNDS			
BAKER	\$ 78,065		\$	89,000
BENTON	127,919			145,000
CLACKAMAS	367,418			418,000
CLATSOP	92,279			105,000
COLUMBIA	128,932			147,000
COOS	168,311			191,000
CROOK	70,104			80,000
CURRY	91,416			104,000
DESCHUTES	177,264			201,000
DOUGLAS	298,652			339,000
GILLIAM	51,365			58,000
GRANT	71,669			81,000
HARNEY	77,211			88,000
HOOD RIVER	86,650			98,000
JACKSON	239,577			272,000
JEFFERSON	84,520			96,000
JOSEPHINE	180,075			205,000
KLAMATH	124,768			142,000
LAKE	74,038			84,000
LANE	329,352			374,000
LINCOLN	110,410			125,000
LINN	201,495			229,000
MALHEUR	133,649			152,000
MARION	255,572			290,000
MORROW	83,180			95,000
MULTNOMAH	91,004			103,000
POLK	95,386			108,000
SHERMAN	52,241			59,000
TILLAMOOK	106,136			121,000
UMATILLA	168,536			192,000
UNION	87,707			100,000
WALLOWA	72,952			83,000
WASCO	84,629			96,000
WASHINGTON	177,359			202,000
WHEELER	44,895			51,000
YAMHILL	144,579			164,000
	\$ 4,829,315		\$	5,487,000

SUMMARY - FISCAL YEAR 1990 COUNTY FAS FUNDS

Total Federal Funds	\$ 4,829,000
(50% of Oregon Apportionment less Planning survey funds, and \$5,000 for the "Road Finance Study Update").	
Plus Estimated State Match Funds	329,000
Plus Estimated County Match Funds	329,000
TOTAL FUNDS	\$ 5,487,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by Association of Oregon Counties and approved by the Transportation Commission. A Standard Federal-Aid Secondary Project uses approximately 88% federal funds (FAS) with State and County providing equal shares (6%) of the required match.

(Continued next page)

6) Survey maps and adopted resolutions covering the following locations:

a) Hancock Hill Passing Lane Section, Umpqua Highway, Douglas County. (Highway Corridor and Design Resolution No. 489 in Commission's files, Salem.)

b) Grub Creek Bridge Section, Nehalem Highway, Clatsop County. (Highway Corridor and Design Resolution No. 490 in Commission's files, Salem.)

7) Adopted resolution abandoning a segment of the East Unit Love Bridge-Black Bridge Section of the Baker-Copperfield Highway in Baker County to the abutting property owners. (Abandonment Resolution No. 642 in Commission's files, Salem.)

8) Authorized \$2,500 participation in a public transportation survey and granted the Administrator of Public Transit to release the funds.

The 1989 Legislature passed SJR 12-B providing for a constitutional amendment which would enable local governments to seek motor vehicle registration fees for transit or highways. The Transportation 2000 Committee is in the process of conducting a survey on various elements of the constitutional amendment which will be voted on May 15, 1990. The survey cost is estimated at \$20,000 and Public Transit was one of the eight agencies asked to contribute \$2,500.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Deputy Director
State Highway Engineer
Right of Way Manager
Parks Administrator
Motor Vehicles Administrator
Aeronautics Administrator
Assistant Attorney General
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I

The Commission confirmed their next meeting dates of November 13 (dinner) and November 14, 1989, (formal) in Salem. The tentative dates for the following meetings were set in Salem on December 18 (dinner) and December 19, 1989, (formal). Mr. Bothman reminded the Commission of the workshop scheduled at Silver Falls Conference Center on November 6 and 7, 1989.

The Commission tentatively set their meeting dates and locations for 1990 and 1991 as follows:

<u>1990</u>			<u>1991</u>		
January	15-16	Portland	January	14-15	Salem
February	19-20	Salem	February	18-19	Salem
March	19-20	Salem	March	18-19	Portland
April	16-17	The Dalles	April	15-16	Salem
May	14-15	Salem	May	20-21	Salem
June	18-19	Burns	June	17-18	Madras
July	16-17	Salem	July	15-16	Salem
August	21	Telephone	August	20	Telephone
September	17-18	Newport	September	16-17	Eugene
October	15-16	Salem	October	14-15	Salem
November	12-13	Salem	November	11-12	Salem
December	17-18	Salem	December	16-17	Salem

Chairman Hollern presented 40-year service pins to Ron Busey and Harold Householder, Highway Division employees. The Highway Division employees receiving 35-year service awards were recognized as follows:

Raleigh Carothers
Raymond Hughes
William McKern
George Strawn
Jerry Williams

Gerald Dalrymple
Allen C. Jones
Russell Peterson
Jimmy Rex Turpen
Jack Wills

Mr. Potter requested approval of an amendment to a personal service contract with Data Processing Resources to continue support for programming assistance to the accounting system stabilization project under the direction of Price Waterhouse. It is estimated that an additional 2,400 hours will cover the remaining recruitment and training period of the staff at an estimated cost of \$86,400. Vice Chairman Whitty moved for approval of the amendment and the motion carried unanimously. The Commission also authorized the Director to sign the amendment on their behalf.

Mr. Potter advised the Commission that next month a detailed update will be presented on the status of the accounting system stabilization, the enhancements, goals, and completion of the project.

Victor Dodier of the Public Transit Division requested approval of the criteria used to evaluate Small City and Rural Area Capital Assistance Program requests. He explained that a recent review of the criteria by grant recipients has resulted in a revised edition of the criteria. He said the goal of the review was to improve the focus of the program and to ensure that the Division can fairly evaluate proposed projects. He reported there will be about \$1.3 million in Federal Section 18 and Stripper Well funds for the 1989-91 program. This will fund projects on a 90 percent Federal/State and 10 percent local match basis. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission approving the following criteria:

Small City and Rural Area Program
Discretionary Capital Assistance
Evaluation Criteria

Priorities

Oregon's priorities for capital assistance projects are listed below. When used in the ranking process, they give preference to rolling stock and operational equipment such as mobile radio units over other capital items.

<u>Priority</u>	<u>Category / Item Description</u>
1	<u>Improve Effectiveness</u> Replacement buses/vans Passenger shelters, bus stop signs, transfer station improvements, other passenger amenities Wheelchair lifts and restraints Bus turnouts and other safety improvements Radio dispatching equipment ¹
2	<u>Improve Efficiency</u> Maintenance facilities Maintenance equipment Vehicle rehabilitation Spare parts ² Park and ride lots
3	<u>Expanded Service</u> Buses/vans for service expansion Passenger shelters, bus stop signs, other passenger amenities placed in new service areas
4	<u>Administrative Support</u> Office equipment Office facilities

Notes:

- ¹ Radio dispatching equipment is either new or replacement radio equipment. Mobile radio units needed to integrate a new vehicle into the fleet are considered to be part of the vehicle's purchase.
- ² Spare parts are major components (i.e., engines, transmissions). To qualify, spare parts must be clearly identifiable, have a unit cost of more than \$300 and a useful life of more than one year.

(Continued on next page)

Small City and Rural Area Program
Discretionary Capital Assistance
Evaluation Criteria

30% Justification for the project

- What are the alternatives to this project?
- How will the project affect transportation service?
- Are there critical mobility or other needs that will be addressed by the project?
- Does the project meet needs not addressed by existing transportation service?
- What plans does the applicant have for the existing vehicles?
- What are the ages and remaining useful lives of the applicant's current vehicles?
- Are the current and proposed vehicles appropriate in size and type for the applicant's service?
- How many spare vehicles does the applicant currently have?

20% Project's priority

- The division has ranked projects according to type. This ranking reflects the division's priorities concerning projects in general.

20% The planning for the project

- Does the application reflect the annual or biennial element of an adopted plan?
- Has the applicant clearly established how the project is to be accomplished?
- Has the applicant developed a long range financing plan?

15% Project coordination

- What is the evidence of past coordination between the applicant and other public and private transportation agencies?
- How does the applicant plan to coordinate services in the future?
- Does the proposed project have a positive effect on the applicant's ability to coordinate?

15% The project's effect on efficiency and effectiveness.

- Will the project improve the applicant's level of service?
- Will the project increase the system's attractiveness for riders?
- What effects does the project have on the applicant's operating and/or administrative cost?
- Will the project improve transportation service performance measures?

Mr. Bothman said the Motor Vehicles Division was recognized as the outstanding State agency with employee suggestions last year. Chairman Hollern offered the Commission's congratulations for this award.

Mr. Moomaw recognized John Diehnell from the East Portland Drive Test Center, who received a \$9,000 award for the following employee suggestions:

- 1) Eliminated vision screening for depth and color perception.
- 2) Discontinued the practice of asking customers medical questions during the license renewal and duplicate license transactions.

Mr. Moomaw also recognized Ann Snyder for winning the American Association of Motor Vehicles Administrator's internal publication award for DMV's newsletter, "Behind the Wheel".

Mr. Moomaw said, as a result of the Commercial Driver Licensing legislation, the Division's driver licensing examiners will require specialized training prior to administering tests to truck/bus drivers in commercial-type vehicles. He mentioned that although a training program has been developed, the Division does not have personnel with the necessary expertise or vehicles to accomplish the required training. He asked for authority to enter into a personal service contract with Trans-360, Inc., to provide the required training at a cost of \$161,900 for the 1989-91 biennium. Commissioner Ford moved for approval. The motion carried unanimously for approval of the contract and the Commission authorized the Administrator of Motor Vehicles to sign the contract on their behalf.

Mr. Moomaw presented the Commission with a pamphlet entitled "Our Mission to You". (Copy in Commission's files, Salem.)

Mr. Burket requested the Commission's approval to increase the authorized amount of three separate contracts with Marjorie Hanley and Associates to update the Oregon Aviation System Plan in the aggregate amount of \$60,137. He explained that these amendments are necessary to correct errors in the original contract amounts and to modify the consultant's scope of work over the three-year contract by transferring tasks concerning word processing and other minor subelements of the work program from staff to the consultant. Commissioner Bolender moved for approval of the amendments. The motion carried unanimously and the Commission also authorized the Administrator of Aeronautics to sign the amendments.

Mr. Jacobson said the Parks Division has received another request for a permit to dig for treasure at Oswald West State Park in Clatsop and Tillamook Counties. He mentioned that the Division has taken a closer look at the "treasure trove" statutes and past experience has shown the permittees do not comply with the terms of the permits. He said Mr. Talbot is asking for the Commission's support for a moratorium on the issuance of any more such permits, including the territorial sea, until the Legislature has the opportunity to resolve the conflicts within existing statutes relating to the distinction between "treasure" and "archaeological items". He reported that a hearing will be held this month by the Parks Division and the Division of State Lands to allow public comment. He said their proposal is to deny further treasure trove permits on State Park lands until the current law can be reviewed by the 1991 Legislature. Mr. Jacobson said the Administrator of Parks has authority to take this action but he wanted the Commission's support. Dennis Messoline, attorney for one of the individuals requesting permission to dig for treasure, had asked for the opportunity to appear before the Commission; however, he was not present at this time. The Commission did not take any action; therefore supporting Mr. Talbot's action of placing a moratorium on the issuance of treasure trove permits on State park lands. (See Mr. Messoline's presentation on page 8727.)

Mr. Jacobson recalled a retired attorney from Seattle named L. Presley Gill owned property on the Oregon Coast that he wanted preserved for public enjoyment. In 1986 Mr. Gill donated land to the State Parks and he also named State Parks in his will as one of the beneficiaries of his estate. He said that Mr. Gill passed away in 1987 and by the time the estate is settled, Parks will be the recipient of approximately \$340,000. A trust account has been established and to date approximately \$140,000 from the estate has been deposited. He said because of Mr. Gill's interest in and contributions to Oregon State Parks, he requested that the Commission adopt a resolution officially naming the 29-acre parcel of land at Waldport donated by Mr. Presley Gill as the L. Presley and Vera C. Gill State Wayside. Vice Chairman Whitty moved for adoption and the motion carried unanimously by the Commission adopting "State Parks Resolution No. 58", a copy of which is in the Commission's files, Salem.

Mr. Jacobson reported that an agreement has been reached on one of the lawsuits involving the development of the Banks-Vernonia Linear Park by offering to purchase the entire 37.7 acre parcel surrounding the disputed right of way, including the Buxton trestle. He said the amount of the purchase offer is \$100,000 which is below the appraised value of \$104,000. The property is ideal for the maintenance yard for the park and for housing an on-site park manager as it includes outbuildings and a mobile home. He mentioned that the funding for this acquisition comes from a part of \$130,000 that was approved by the Legislature specifically for the Banks-Vernonia Project. Commissioner Bolender moved for approval. The motion carried unanimously by the Commission to purchase the property.

Chairman Hollern said the Commission would reopen the discussion concerning the request for a permit to dig for treasure at Oswald West State Park. Dennis V. Messoline appeared representing Ed Fire, the applicant for the permit. He told of his meetings with Mr. Talbot and Mr. Bothman to settle this issue. He reiterated the applicant would be willing to post bond and to work with the universities to protect archaeological/historical discoveries from damage or loss. He said he had not been advised of any practicable reason why Mr. Fire should be denied a permit, especially since he was allowed a permit prior without these safeguards and guarantees.

Chairman Hollern said the Commission had granted authority to the Parks Administrator to approve permits or grant a moratorium. He commented that the Commission had no valid reason to overturn the Administrator's actions. He suggested working with the Parks Division or the 1991 Legislature to clarify the law.

Mr. Forbes said the Western Bypass Study in Region 1 is just beginning. The estimated cost to conduct the corridor-level engineering and environmental impact analysis is \$1.8 million. Earlier estimates of \$350,000 were established for a design-level environmental impact statement for one-fourth of the corridor that will now be evaluated. He said this additional effort is necessary to comply with EPA and FHA requirements and recommendations. He explained the overall study area within which a corridor could be located is bounded by Highway 26, Highway 219 west of Hillsboro, the Willamette River, and I-5/Highway 217. He requested authority to proceed with consultant selection to conduct a two-and-one-half year corridor-level engineering and environmental impact

statement for the Western Bypass Project at an estimated cost of \$1.8 million. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the contract when prepared.

Mr. Forbes asked the Commission to consider reducing the posted 55 mile-per-hour speed limit on the Crater Lake Highway in Medford, Jackson County, from 200 feet northeast of Poplar Drive (M.P. 0.94) to 100 feet north of Dutton Road (M.P. 8.05) to 45 mile per hour to allow a before-and-after accident evaluation. At the end of the study period (approximately 18 months), the accident rates and speed data will be reviewed and the decision made whether or not to maintain the 45 MPH. The Oregon State Police has agreed to increase their patrols and enforce a reduced speed in an effort to lessen accidents. The State Speed Control Board will be asked to concur on the portion that lies within the city limits of Medford, M.P. 0.94 to M.P. 3.64. He said after the evaluation is complete, a report will be submitted for the Commission's consideration. Commissioner Ford said one of the problems is there is no local police force as the area is unincorporated. With the commitment from the State Police to enforce the reduced speed, she moved for approval. The motion carried unanimously by the Commission.

Upon Mr. Forbes recommendation, Commissioner Bolender moved for adding to and revising the Six-Year Highway Improvement Program. The motion carried unanimously by the Commission to add a project to the development section and two project revisions as follows. The Commission also authorized the State Highway Engineer to sign the necessary agreements.

PROJECT ADDITION

- 1) USRS Canal Bridge #3881, Midland Highway (#420), M.P. 3.6, Klamath County.

Added this project to the 1989-1994 Six-Year Highway Improvement Program for right-of-way acquisition in 1990. The estimated development cost is \$41,000.

This structure has recently had a 15-ton load limit placed on it. The limitation is necessary because of the size, spacing, and span length of the wood stringers. This will replace the existing structure with a new bridge at \$41,000 to complete preliminary engineering and acquire right of way. Construction will be addressed in the 1991-1996 Six-Year Highway Improvement Program.

(Continued on next page)

PROJECT REVISIONS

- 1) Central Point Interchange - Phase 2, Pacific Highway (I-5), M.P. 32.74, Jackson County.

Advanced from Environmental Impact Statement (EIS) in 1990 to final plans (including right of way) in 1990.

FHA has requested Phase 1 and Phase 2 of this project be combined. FHA will not participate in Phase 2 if it is constructed separately. Initially, this was one project, but funding was limited. Now that the EIS will be completed in Phase 2 and funding has been identified, the projects can be recombined.

- 2) O'Xing Comstock Frontage Road Bridge #7584B, Pacific Highway (I-5), M.P. 164.43, Douglas County.

Increased original project authorization of \$150,000 to \$480,000 (1989 Program Year).

The project was initially planned as a simple overlay. However, the structure's deck is cracked, sags in the spans, and the bottom of the slabs are cracking. The project would remove and replace the concrete and steel in the deck. This project is ready for contract and will assist in obligating I-4R funds in order to qualify for discretionary funds for other projects.

Mr. Forbes advised the Commission that representatives of the Association of Oregon Counties, the League of Oregon Cities, and the Highway Division have reviewed the concept of exchanging Federal-aid Urban and Secondary Funds available to local governments for State Funds. He explained a summary of the proposal as follows:

- The exchange concept would involve only FAU/FAS (local) Funds for State Funds. The exchange rate would be 85 percent State Funds for 100 percent Federal Funds.
- Local jurisdictions could also exchange among themselves at a negotiated rate.
- Exchange limit would be for a one-year trial basis commencing November 1, 1989, and ending September 30, 1990.
- The exchange would be limited to 50 percent of the total annual allocation of FAU/FAS Funds for Oregon for 1990.

(Continued on next page)

- Benefits derived from the exchange include increased flexibility on the part of local governments in the use of highway funds free of Federal requirements. This will help decrease the high unobligated balances in both the FAU and FAS programs. Administrative requirements now handled by the Highway Division in programming Federal Funds for local projects will be reduced by the exchange.
- Expenditure by local agencies of the State Funds exchanged for Federal Funds shall be limited for transportation purposes only as prescribed by Oregon Revised Statutes.

Mr. Forbes asked for the Commission's approval of this one-year trial funding exchange program and authority for him to sign the necessary agreements on their behalf. Vice Chairman Whitty moved for approval of the concept. Bill Penhollow, Association of Oregon Counties and Dale Wilken, Federal Highway Administration, were in attendance and were supportive of this proposal. The motion carried unanimously by the Commission.

At 9:50 a.m., Chairman Hollern called a ten-minute recess.

At 10:05 a.m., Chairman Hollern reconvened the meeting.

Wasco County Judge William Hulse appeared regarding the immediate and long-range transportation needs in The Dalles area. He listed the priorities as: 1) West Interchange; 2) Webber Road Interchange; 3) Landscaping of I-84; and 4) River Access. He said Wasco County, The Dalles, Treaty Oak Community College, Mid-Columbia Economic Development, and the Columbia River Gorge Commission have endorsed changing the emphasis from Webber Road to the West Interchange. (See documentation in Commission's files, Salem.)

Merritt Probstfield, on behalf of the City of The Dalles, and John Geiger, Chairman of the Port of The Dalles Commission, said the West Interchange is the number one priority. The interchange would serve The Dalles industrial area. They both invited the Commission to hold their April meeting in The Dalles.

John Rayburn, Manager of the Port of The Dalles, said a request will be made to Region 4 that the status of the West Interchange project be changed to the construction phase to coincide with the opening of the Columbia River Gorge Visitor Center.

Chairman Hollern said the Commission accepts the City's invitation to hold their April meeting in The Dalles.

Bill Perl, Lakeside, requested that the Motor Vehicles Division issue a special vehicle registration plate to commemorate the 150th Anniversary of the Oregon Trail in 1993. He suggested that the plate be sold for two years as a commemorative, optional, license plate at the same price as the graphic plate. He also submitted the design of the license

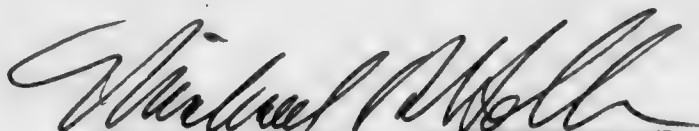
plate, which he recommended approval. He stated one of the reasons for this proposal is that it gives people throughout Oregon an opportunity to directly participate in the observance of this major anniversary. He presented the proposed license plate color and design, petitions containing 6,387 signatures, and other documents. (Copy in Commission's files, Salem.) Vice Chairman Whitty said this would require the action of the Legislature. Mr. Perl said he would submit this to his Legislator in time for the 1991 session. Chairman Hollern said since there is no action the Commission can legally take, he suggested that Mr. Perl retain the petitions for his use in presenting to the Legislature. He also applauded him for the time and effort he has spent on this project.

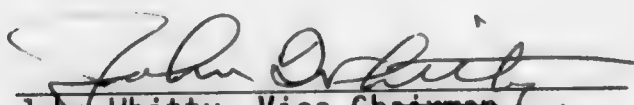
The Commission then viewed a video concerning an Urban Mass Transportation Administration regulation which requires grant recipients to set up drug testing programs for bus/van drivers and mechanics. The video tape showed background information on the problem and outlined the regulation. The video was prepared by the Washington Department of Transportation with funding from UMTA. Mr. Dodier explained that the regulation affects grant recipients in the Division's Small City and Rural Area Program. The grant recipients must establish anti-drug programs and certify their compliance with the regulation by December 21, 1990. He said the Division will assist the grant recipients. The Division must certify to UMTA by December 21, 1990, that its sub-recipients of Federal Funds comply with the regulation.

Deirdre Malarkey and Pat Straub, both members of the Governor's Watershed Enhancement Board, along with Lorraine Stahr of the Water Resources Department, showed a video of the watershed enhancement program. This program provides technical assistance and grant funds to Oregonians for projects that improve or enhance streambank areas and associated uplands. Ms. Malarkey explained that the Legislature created this Board, which consists of five members from the State's natural resource boards and commissions and five additional members from State and Federal agencies. Ms. Malarkey mentioned the Department was eligible to apply for a grant. Duane Christensen representing Mr. Forbes indicated there may be projects in the Department's maintenance activities that could fit into the program. Ms. Stahr handed the Commission projects that were approved for funding during the 1987-1989 period. (Copy in Commission's files, Salem.)

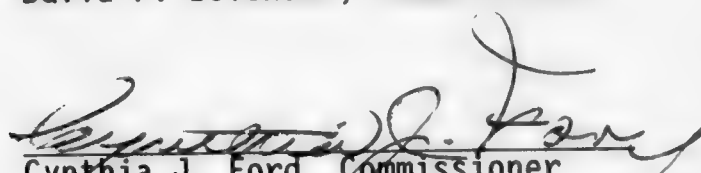
Chairman Hollern adjourned the meeting at 11:35 a.m.


At 12 noon, the Commission had lunch at McNary Restaurant in Salem honoring the Highway Division employees who received their 35-year and 40-year service award pins.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman

absent
David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services

absent
Robert F. Duvall, Commissioner

*Signature
page*

EXHIBIT A

MINUTES OF 10/17/89

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

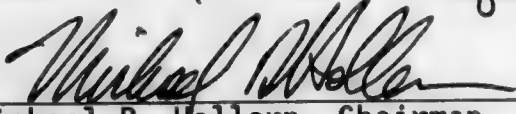
- 1) Agreement with City of Salem for designation, redesignation, and jurisdictional exchange of various State highways and City streets in connection with the 12th Street-24th Street (Mission Street) Section of Salem Highway and North Santiam Highway project. This agreement provides for:
 - a) Transfer to the City of Salem all right-of-way purchased for the project.
 - b) Designate portions of the Pringle Parkway, 12th Street SE, 13th Street SE, and Mission Street SE as an extension of the Salem Highway.
 - c) Redesignate a portion of the North Santiam Highway as a portion of the Salem Highway.
 - d) Redesignate the beginning point of the North Santiam Highway from Commercial Street NE to the North Santiam Interchange at Interstate 5.
 - e) Transfer to City of Salem those streets no longer needed as a portion of the State Highway System.

(Authorize State Highway Engineer to sign necessary agreement.)
- 2) Grant authorization to enter into personal service contract for consultant services using O.D.E.X. equipment to perform drilling and sampling of soils and overburden and core drilling in rock on four bridge sites on the Goshen-Immigrant Road Section of the Willamette Highway in Lane County at an estimated cost of \$50,000. (Authorize State Highway Engineer to sign necessary contract.)

EXHIBIT A
MINUTES OF 10/17/89

- 3) Agreement with Tillamook County providing funds to hire local law enforcement officers to patrol the Sandlake All Terrain Vehicle (ATV) area during heavy use periods. State ATV Fund will provide \$15,506 towards the total enforcement need of \$50,812. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 7 day of September, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

September 1, 1989

noted
DEF
9/1/89

EXHIBIT A
MINUTES OF 10/17/89

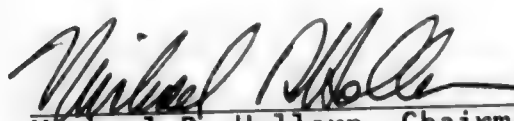
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the actions listed below and report these actions for your official records:

- 1) Annual agreement with AASHTO for a joint developmental computer software effort to create a Bridge Design System for the period July 1, 1989, to June 30, 1990, at a cost not to exceed \$20,000. (Authorize State Highway Engineer to sign necessary agreement.)
- * 2) Supplement No. 1 to a personal service contract with Gossard-Pyron Associates to conduct facilitator training for Highway Division employees. This supplement adds two 5-day training sessions, an additional 2 months of contract time, and \$9,500 to the original contract amount of \$9,000 for a new total not to exceed \$18,500. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 14 day of September, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

September 13, 1989

*Supplement not processed as contract had expired. A new contract was prepared and State Highway Engineer approved 11-16-89.

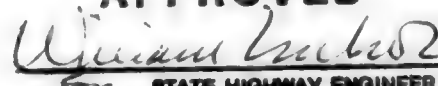
APPROVED

For STATE HIGHWAY ENGINEER
Date 9/13/89

EXHIBIT A
MINUTES OF 10/17/89

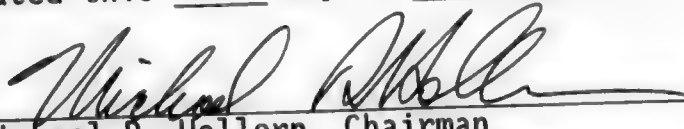
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Abandonment agreement with the City of Portland providing for the transfer to the City all of the State's right, title and interest in the former connections to the Willamette River Steel Bridge that are no longer needed as a part of the state highway system. Said connections shall be maintained by the City as a part of its city street system. The construction of the Willamette River (Steel Bridge & Ramps) Section of Pacific Highway West No. 1W in Multnomah County has made possible the elimination of portions of this highway. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 2 day of October, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

September 26, 1989

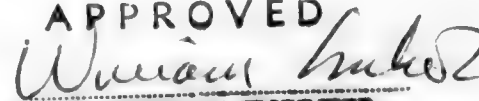
APPROVED

for STATE HIGHWAY ENGINEER
DATE 9/28/89

EXHIBIT A
MINUTES OF 10/17/89

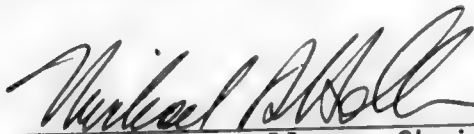
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Agreement between Parks and Recreation Division and the Executive Department for administration of the Employee Assistance Program from July 1, 1989, to June 30, 1991, at a cost of \$10,176. (Authorize Division Administrator to sign necessary agreement.)

Dated this 19 day of September, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

September 13, 1989

EXHIBIT B
MINUTES OF 10/17/89

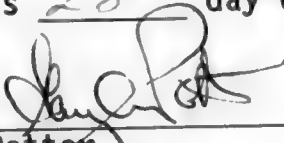
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On August 22, 1989, approved an interagency contract with the University of Oregon, Bureau of Governmental Research and Service, for assistance in preparing the Department of Land Conservation and Development (LCDC) Highway Planning Rule. DOT is cooperating with LCDC in the development of administrative rules concerning transportation projects and statewide land use goals. Contract covers the period August 16 to November 30, 1989, at a cost not to exceed \$6,000. (Judy Gregory approved for Deputy Director.)
- 2) On August 25, 1989, approved an interagency agreement with Portland State University for 6 one-hour classes on the subjects of grammar, punctuation, and spelling from October 6 to November 17, 1989, at a cost not to exceed \$2,400. (Judy Gregory signed for Deputy Director.)

Dated this 28 day of September, 1989



Gary A. Potter
Deputy Director

September 26, 1989

EXHIBIT C
MINUTES OF 10/17/89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On August 7, 1989, signed a personal service contract with Century West Engineering for conducting an environmental investigation at a tank removal site on SW Hall and Scholls Ferry Roads in Washington County through December 31, 1989, at a cost not to exceed \$8,000. (William Anhorn signed for State Highway Engineer. Previous approval given on July 19, 1989.)
- 2) On August 10, 1989, approved an agreement with Montana Department of Highways, US Forest Service, and the Federal Highway Administration for the temporary transfer of \$850,000 of Montana's FY 1989 Forest Highway Funds to Oregon's Forest Highway Program. The funds will be returned to Montana in FY 1990. (Agreement approved by William Anhorn for State Highway Engineer.)
- 3) On August 11, 1989, signed a personal service contract with Western Aerial Contractors to provide aerial photography for the Roadway Section on a project-by-project basis through June 30, 1990, at a cost not to exceed \$80,000. (William Anhorn signed for State Highway Engineer. Approved by Transportation Commission May 16, 1989.)
- 4) On August 15, 1989, approved an agreement with Clackamas County for purchase of traffic control devices. State to reimburse County at a cost not to exceed \$1,800. Project funded as part of Traffic Safety Commission Grant Program. (Agreement approved by William Anhorn for State Highway Engineer.)
- 5) On August 25, 1989, approved an agreement with City of Myrtle Creek for assistance in purchasing street painting stencils. State will reimburse City at a cost not to exceed \$2,310. Project funded as part of Oregon Traffic Safety Commission Grant Program. (Agreement approved by William Anhorn for State Highway Engineer.)

EXHIBIT C
MINUTES OF 10/17/89

- 6) On August 25, 1989, established a temporary 35 MPH speed zone for trucks crossing the Smith River Bridge on the Oregon Coast Highway in Douglas County. This speed zone order will be in effect until bridge repairs are made. (See "Speed Zone Order No. 975.") (William Anhorn approved for State Highway Engineer.)
- 7) On August 30, 1989, approved the Annual 1989-90 Program for Grooming Snowmobile Trails in the amount of \$285,153.15. This program is the annual update to the agreement between the Highway Division and the Oregon State Snowmobile Association dated June 3, 1986.
- 8) On August 31, 1989, approved a personal service contract with Forward Motion, Inc., for computer program software to upgrade the Department's compliance system in the Civil Rights Section. Effective dates are September 5 through September 30, 1989, at a cost not to exceed \$4,600.
- 9) On September 1, 1989, approved an agreement with City of Tigard and Tualatin Valley Fire and Rescue for installation of traffic control equipment, illumination, and fire preemption devices at the intersection of the Beaverton-Tualatin Highway and Durham Road in Washington County. Project will be financed entirely by City of Tigard and Tualatin Valley Fire and Rescue.
- 10) On September 1, 1989, approved an agreement with Clackamas County for signal and illumination improvements and roadwork at the intersections of Meadow Drive and Kruse Way with Bangy Road. Project will be financed entirely with County funds.
- 11) On September 1, 1989, approved an agreement with Multnomah County for State construction engineering personnel to provide services on an as-needed and as-available basis (up to \$20,000 per year) at the sole expense of Multnomah County. This agreement is effective through June 30, 1994, with a possible extension of an additional five years.

Dated this 20 day of September, 1989.



Donald E. Forbes, State Highway Engineer

September 26, 1989

EXHIBIT C
MINUTES OF 10/17/89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

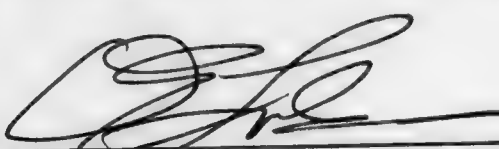
On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Kings Highway-Jasper Street Section of Stewart Avenue in Medford, Jackson County. Bids received July 27, 1989. Contract No. 10,804 awarded on August 9, 1989, to LTM, Inc. dba Lininger Tru-Mix, Inc., Medford, at \$911,538.60.
- 2) Work on the N. Chautauqua Blvd.-N. Delaware Avenue Section of N. Columbia Blvd. in Multnomah County. Bids received July 27, 1989. Contract No. 10,807 awarded on August 9, 1989, to Babler Bros., Inc., Portland, at \$1,328,952.00.
- 3) Paving on Auburn Avenue and Resort Street in Baker, Baker County. Bids received August 24, 1989. Contract No. 10,810 awarded on September 8, 1989, to Blue Mountain Paving Co., Pendleton, at \$66,635.00.
- 4) Work on the East Fork Evans Creek (Asbestos) Bridge Section of East Evans Creek County Road in Jackson County. Bids received August 24, 1989. Contract No. 10,811 awarded on September 8, 1989, to Ausland Construction, Inc., Grants Pass, at \$273,663.70.
- 5) Work on the Crooked River Arm Bridge Section of Jordan Road in Jefferson County. Bids received August 24, 1989. Contract No. 10,812 awarded on September 11, 1989, to Tidewater Contractors, Inc., Brookings, at \$395,682.00.
- 6) Work on the Main Street-Shute Park Section of the Tualatin Valley Highway in Hillsboro, Washington County. Bids received August 24, 1989. Contract No. 10,813 awarded on September 21, 1989, to White Construction Co., Lake Oswego, at \$2,043,820.00.
- 7) Traffic signal installation on the Maple Street at Tualatin Valley Spur Section of the Tualatin Valley Highway Spur in Forest Grove, Washington County. Bids received August 24, 1989. Contract No. 10,814 awarded on September 6, 1989, to Linnco Electric Co., Albany, at \$63,518.00.

EXHIBIT C
MINUTES OF 10/17/89

- 8) Work on the Tualatin River Bridge Section of the Hillsboro-Silverton Highway in Washington County. Bids received August 24, 1989. Contract No. 10,815 awarded on September 8, 1989, to Ross Bros. Construction, Inc., Salem, at \$551,532.90.

Dated this 28 day of September 1989.



Donald E. Forbes, State Highway Engineer

September 26, 1989

EXHIBIT C
MINUTES OF 10/17/89

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>
Ross Bros. Construction, Inc. Contract No. 9541 Acceptance Date: September 6, 1989	Willamette River (Center St. Bridge) Polk and Marion County
West Coast Structures Contract No. 10534 Acceptance Date: September 8, 1989	Rock Creek (Hillsboro) Bridge Washington County
A-1 Sandblasting and Steam Cleaning Contract No. 10562 Acceptance Date: September 9, 1989	Scholfield and Reinhart Bridges Douglas and Curry County
Oregon Asphaltic Paving Co. Contract No. 10567 Acceptance Date: September 8, 1989	Minnow Creek Road - Black Canyon Lane County
Holm II, Inc. Contract No. 10608 Acceptance Date: September 25, 1989	Shan Creek Bridge Josephine County
Jerry Brundidge Construction, Inc. Contract No. 10636 Acceptance Date: September 25, 1989	Scappoose Truck Scale Multnomah County
White Construction Co. Contract No. 10642 Acceptance Date: September 27, 1989	Columbia Blvd. - Lower Columbia River Hwy. (St. Helens) Columbia County
E.M.W. Construction Co. Contract No. 10657 Acceptance Date: September 27, 1989	S. Fork Walla Walla River (Dorothy) Bridge Umatilla County
Kip Construction Co. Contract No. 10685 Acceptance Date: September 27, 1989	East Fork Coquille River (Weaver Rd.) Bridge Coos County

EXHIBIT C
MINUTES OF 10/17/89

Report of Action Under
Delegated Authority By
State Highway Engineer
Page 2

R. J. Taggart Construction
Contract No. 10706
Acceptance Date: September 27, 1989

Steens Rock Production
Malheur County

Blue Mountain Paving Co.
Contract No. 10709
September 27, 1989

S.W. 21st Street - Pendleton
S.C.L.
Umatilla County

Hamilton Construction Co.
Contract No. 10712
September 27, 1989

Youngs Bay Bridge
Clatsop County

G. L. Ervin Construction, Inc.
Contract No. 10723
September 27, 1989

Juntura Rock Production Project
Malheur County

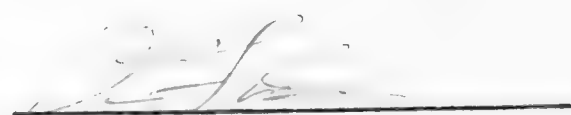
Nelson - Deppe, Inc.
Contract No. 10725
September 27, 1989

Unity Rock Production Project
Baker County

Expenditure Recap

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$20,168,347.77	\$31,003,092.75
Anticipated Costs	\$20,306,427.57	\$30,982,631.51
Percentage Overrun (Underrun)	+ 0.7%	- 0.1%

September 28, 1989


Donald E. Forbes
State Highway Engineer

BLW:dp
CPC/FL6/LIST

EXHIBIT D
MINUTES OF 10/17/89

DATE: OCTOBER, 1989
TO: OREGON TRANSPORTATION COMMISSION
SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 30) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS:

BENTON COUNTY: N. UNIT-CORVALLIS BYPASS - CORVALLIS-LEBANON HIGHWAY:

- 1) Files 17979, 17980, 17981, 17982, and Vacated Polk St. - containing 29,465 S.F.; \$88,400; Approved 9/27/89.

CLATSOP COUNTY: ASTORIA BRIDGE APPROACH - OREGON COAST HIGHWAY:

- 2) File 34419 - containing 3,000 S.F.; \$ 990; Approved 9/19/89.
3) File 34439 - containing 4,300 S.F.; \$ 1,420; Approved 9/19/89.

JACKSON COUNTY: MGMNT. HOME PURCHASE PROGRAM:

7452 TRUAX RD., CENTRAL POINT OR 97502

- 4) File 55227 - containing 1.51 acres; \$59,500; Approved 9/25/89.
701 SOUTH "B" ST., PHOENIX OR

- 5) File 6003 002 - containing 6,500 SF; \$65,500; Approved 9/19/89.

LANE COUNTY: ALBANY-JUDKINS PT.-PACIFIC HIGHWAY:

- 6) File 25308 - containing 34.58 acres; \$33,000; Approved 9/18/89.

LINN COUNTY: QUEEN AVE.-CORVALLIS HWY. - ALBANY-JCT. CITY HIGHWAY:

- 7) File 54660 - containing 19,365 S.F.; \$ 1,000; Approved 9/27/89.

MARION COUNTY: 12TH-24TH ST. - MISSION ST.:

- 8) File 54503 - containing 2,760 S.F.; \$15,200; Approved 9/18/89.

MULTNOMAH COUNTY:

COLUMBIA BLVD. OFF RAMP-PACIFIC HIGHWAY:

- 9) Files 32501 & 32502 - containing 13,080 S.F.; \$7,325; Approved 9/20/89.

ST. HELENS RD.-N.W. 21ST - COLUMBIA RIVER HIGHWAY:

- 10) File 38356 - containing 13,215 S.F.; \$99,000; Approved 9/20/89.

MARQUAM BRIDGE-S.E. 84TH AVE. - MT. HOOD FREEWAY:

- 11) File 44976 - containing 5,668 S.F.; \$74,000; Approved 9/18/89.

- 12) File 47371 - containing 10,000 S.F.; \$52,000; Approved 9/20/89.

N. TIGARD-S. TIGARD - PACIFIC HIGHWAY:

- 13) File 50211 - containing 10,300 S.F.; \$46,500; Approved 9/19/89.

YAMHILL COUNTY: SHERIDAN-DEER CREEK - SALMON RIVER HIGHWAY:

- 14) File 18358 - containing 24,600 S.F.; \$ 700; Approved 9/18/89.

PERSONAL SERVICE CONTRACTS:

- 15) Personal Service Contract with PBS Environmental Building Consultants; for consultant services relevant to asbestos abatement for building owned by Oregon State Highway Division at 1001 S.E. Water Ave., Portland, Oregon; Consideration \$7,950; Approved 9/21/89.

EXHIBIT D
MINUTES OF 10/17/89

Report of Actions Taken Under Delegated Authority
October, 1989
Page Two

R/W SERVICE AGREEMENTS:

- 16) R/W Service Agreement #363; C. & A. 9900; with KLAMATH COUNTY; State agrees to act for Agency in performing those services related to the acquisition of right-of-way for Agency; SOUTH SIDE BYPASS EXTENSION (COUNTY ROAD); Preliminary estimate of costs \$3,500; Approved 8/23/89.
- 17) R/W Service Agreement #364 (Supplemental); C. & A. 8846; with JACKSON COUNTY; State agrees to act for Agency in performing those services related to the acquisition of right-of-way for Agency; LITTLE BUTTE CREEK BRIDGE - SOUTH FORK LITTLE BUTTE CREEK RD. (COUNTY ROAD); Approved 9/26/89.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:

CLACKAMAS COUNTY:

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:

57803	Ludmila L. Assur	\$ 700	App. 9/11/89
57805	John & Mary Summersett	\$ 6,900	App. 9/01/89
58286	The Holy New Martyrs of Russia Church	\$ 1,750	App. 9/18/89

UNION-GRAND AVE. VIADUCT-S.E. RIVER ROAD - PACIFIC HIGHWAY EAST:

56971	Donald E. Goff; Beverly J. Goff	\$ 50,000	App. 9/11/89
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ZIG-ZAG-RHODODENDRON - MT. HOOD HIGHWAY:

57704	George & Mabel Hediger	\$ 300	App. 9/15/89
	Brian V. & Geraldine S. Gillespie		
57711	Thomas J. Kelner	\$ 500	App. 9/11/89
57727	Lawrence G. & Mayrose Godsey;	\$ 150	App. 9/11/89
	Gerald E. Redding		

CLATSOP COUNTY:

DOOLEY BRIDGE-CANNON BEACH JUNCTION - OREGON COAST HIGHWAY:

58219	Elinor W. Johnson	\$ 200	App. 9/01/89
58221	Howard E. Johnson	\$ 950	App. 9/01/89
	Constance B. Henningsen		
58226	Cavenham Forest Industries, Inc.	\$ 150	App. 8/29/89
58653	City of Seaside	\$ 150	App. 9/18/89

COLUMBIA COUNTY:

SCL SCAPPOOSE-MULTNOMAH COUNTY LINE - COLUMBIA RIVER (LOWER) HIGHWAY:

58298	Time Oil Company	\$ 1,925	App. 9/15/89
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COOS COUNTY:

CURTIS AVE.-COALBANK SLOUGH - OREGON COAST HIGHWAY:

58148	Jerry R. & Suellen Laing	\$ 46,600	App. 9/22/89
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EXHIBIT D
MINUTES OF 10/17/89

Report of Actions Taken Under Delegated Authority
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Page Three

OPTIONS: (Continued)

DESCHUTES COUNTY:

O'NEIL JUNCTION-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:

57543	Les Schwab Tire Centers of OR, Inc.	\$ 9,670	App. 9/20/89
57543	B. J. & Arvie Fox, Lessee (3 Signs)	\$ 450	App. 9/20/89
57571	Dave Hamilton Chevrolet-Oldsmobile, Inc.	\$ 9,000	App. 9/11/89

DOUGLAS COUNTY:

CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:

57460	Robert R. & Geraldine Smith	\$ 52,500	App. 8/29/89
57489	Kristine J. Cates	\$ 26,000	App. 9/22/89

HARVARD AVENUE @ UMPQUA ST. - HARVARD AVENUE (CITY ST.):

58233	Teri L. Sharpless; Doris Cooksey; Pearl N. Kruse; Floretta E. Anderson	\$ 720	App. 9/18/89
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UMPQUA SECTION - UMPQUA HIGHWAY:

50396	Swanson Bros. Lumber Co. (Acquired File 50396 - land & timber) (Sold File 43593 of equal value)	\$Exchange	App. 9/11/89
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JEFFERSON COUNTY:

PELTON DAM-RIMROCK RANCH - WARM SPRINGS HIGHWAY:

58249	James & Diane Ramsey	\$ 250	App. 8/29/89
58252	Wilma Ramsey	\$ 300	App. 8/29/89

JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JUNCTION - REDWOOD HIGHWAY:

58652	David R. & Pam L. Long	\$ 54,000	App. 9/11/89
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KLAMATH COUNTY:

CHILOQUIN STATE AIRPORT:

57877	Herbert & Diana Traylor	\$ 20,000	App. 9/20/89
57881	William E. & Margaret M. Stovall	\$ 10,000	App. 9/26/89

FORGE-RD.-LOBERT RD. (SOUTH) - THE DALLES-CALIFORNIA HIGHWAY:

58046	Fred W. Koehler, Jr. Haril W. Newton	\$ 250	App. 9/18/89
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KERN SWAMP ROAD-WEYERHAEUSER ROAD - GREEN SPRINGS HIGHWAY:

57753	R. A. & E. M. Talbot (Supplemental: To modify Exhibit "C")	\$ 0	App. 9/18/89
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EXHIBIT D
MINUTES OF 10/17/89

Report of Actions Taken Under Delegated Authority
October, 1989
Page Four

OPTIONS: (Continued)

LINN COUNTY:

LAKE CREEK-PACIFIC HWY. - CORVALLIS-LEBANON HIGHWAY:

37769	Ridenour Oil Co.	\$ 1,100	App. 9/12/89
57689	Turf Merchants, Inc. (Sign)	\$ 1,740	App. 9/11/89
57677.A	B. Bond Starker, Personal Representative	\$Donation	App. 9/15/89
	Estate of T. J. Starker		
	Eastgate Construction, et al		
58332	John G. Swatzka	\$Donation	App. 9/18/89

QUEEN AVE.-CORVALLIS/LEBANON HWY. - ALBANY-JUNCTION CITY HIGHWAY:

55481	John C. Mackey; Robert D. Edwards	\$ 500	App. 9/20/89
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MULTNOMAH COUNTY:

S.E. 181ST-S.E. 190TH - S.E. YAMHILL:

58523	James J. Henry	\$ 625	App. 6/28/89
	Jerry C. & Elaine B. Hagen		

UMATILLA COUNTY:

BUTTER CREEK JCT.-OLD OREGON TRAIL HIGHWAY - LEXINGTON-ECHO HIGHWAY:

58172	Michael D. & Jane E. McCarty (C.P.)	\$ 100	App. 6/22/89
	Oscar D. & Minnie Marie McCarty (Fee)		

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE - SUNSET HIGHWAY:

58132	Edward M. & Merry E. Thompson	\$ 1,200	App. 9/11/89
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S.E. 21ST TO BASELINE - TUALATIN VALLEY HIGHWAY:

57650	Jack Bernard; Margaret Bernard;	\$ 1,400	App. 9/11/89
	Frances Holboke		

Dated this 29th day of September, 1989

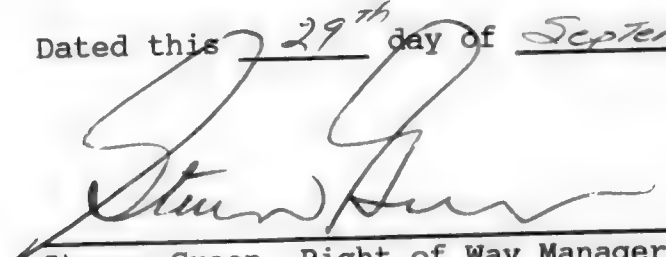

Steven Green, Right of Way Manager

EXHIBIT D
MINUTES OF 10/17/89

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BANDON STATE AIRPORT

RA 058 - John and Dorothea Guynup Offer: \$20,300.00

BEAVERTON-TUALATIN HWY. AT S.W. McDONALD ST. (TIGARD) SECTION OF THE BEAVERTON-TUALATIN HIGHWAY

R-56990 - Emil J. Leason et al Offer: \$3,650.00

BUTTER CREEK JCT.-OLD OREGON TRAIL HWY. SECTION OF THE LEXINGTON-ECHO HIGHWAY

R-58167 - John and Lianna Correa Offer: \$550.00

CAMAS VALLEY SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-57459 - Victor M. Standley	Offer: \$2,250.00
R-57465 - Zelma L. Hodson	\$6,600.00
R-57466 - Roy Newman et ux	\$13,000.00
R-57467 - Douglas National Bank	\$675.00
R-57470 - Oran C. Standley et ux	\$5,750.00
R-57472 - Oran C. Standley et ux	\$28,250.00
R-57478 - Kendra A. Antoun	\$24,500.00
R-57479 - Kirk Satterfield et al	\$4,825.00
R-57488 - Lois White et al	\$1,250.00
R-57498 - Sam H. Bright et al	\$6,425.00
R-57502 - Melvin J. Madsen	\$2,100.00

CASCADE HWY. N.-LESTER INTCHGE. SECTION OF JOHNSON CREEK BLVD.

R-58058 - Dale M. Haskin et al	Offer: \$31,800.00
R-58369 - The Mortgage Exchange, Inc.	\$9,600.00
R-58070 - Raymond Youngberg et al	\$6,000.00
R-58372 - Billy W. Stone	\$6,525.00
R-58373 - Josephine Thoeny	\$7,250.00
R-58374 - Glenn D. Raymond	\$7,250.00
R-58076 - Roy, Jr. and Opal Leigh	\$215,480.00

CORNELL ROAD INTCHGE. SECTION OF THE SUNSET HIGHWAY

R-57848 - Aloha Land and Cattle Co. Offer: \$124,000.00

EXHIBIT D
MINUTES OF 10/17/89

Offers Tendered List
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October 5, 1989

CORVALLIS BY-PASS (SOUTH UNIT) SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-58088 - James D. Wilson et al Offer: \$20,500.00

DOOLEY BR.-CANNON BEACH JCT. SECTION OF THE OREGON COAST HIGHWAY

R-58211 - Halvorson-Mason Corporation Offer: \$200.00
R-58218 - Seaside Golf Club \$300.00

E. FORK EVANS CR. (ASBESTOS) BRIDGE SECTION OF EAST FORK EVANS CREEK ROAD

R-58182 - Timothy Paul White-Tanner et al Offer: \$1,150.00
R-58183 - Burt K. Hansen et al \$975.00

E. MCMINNVILLE INTCHGE.-AIRPORT RD. SECTION OF THE SALMON RIVER HIGHWAY

R-57055 - Kurt Feero et al Offer: \$33,400.00
R-57058 - Floyd Altimus et al \$6,300.00
R-57065 - Mabel L. Heritage et al \$100.00
R-57075 - Harold W. Burch et al \$100.00
R-57081 - Ivan E. Bernards et al \$5,600.00
R-57157 - CLH - LTD. \$300.00

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JCT. SECTION OF THE REDWOOD HIGHWAY

R-57365 - Elizabeth R. Stone et al Offer: \$3,500.00
R-57368 - William Barksdale et al \$6,350.00
R-57369 - Consolidated Federal Bank \$47,100.00
R-57385 - White Consolidated Industries \$44,975.00
R-57386 - Davison's Readymix, Ltd. \$68,500
R-57387 - Gary L. Peterson et al \$209,200.00
R-57391 - Stone Forest Industries et al \$116,900.00
R-57403 - L. I. Associates et al \$175,500.00
R-57406 - Ronald C. Nunn et al \$223,600.00
R-57407 - Ronald C. Nunn et al \$137,350.00
R-57408 - Erik K. W. Rasmussen et al \$82,600.00
R-57409 - Wanda Collins et al \$13,725.00
R-57411 - Larry A. Whaley et al \$29,300.00
R-57412 - Grant Kent Partners et al \$1,300.00
R-57421 - Robert A. Jensen et al \$33,420.00
R-57422 - Velma C. Ballinger et al \$169,670.00
R-57424 - T. G. Howard et al \$62,650.00

EXHIBIT D
MINUTES OF 10/17/89

Offers Tendered List
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KERN SWAMP RD.-WEYERHAEUSER RD. SECTION OF THE GREEN SPRINGS
HIGHWAY

R-57744 - Earl Martin Kerns et al	Offer: \$21,475.00
R-57750 - Joseph L. Huckaba	\$3,175.00
R-57757 - Weyerhaeuser Company	\$19,250.00
R-57758 - Larry S. Fish	\$1,000.00
R-57764 - Dale M. Harris et al	\$1,550.00
R-57770 - Steve H. Collman	\$1,025.00

KINGS HWY.-JASPER ST. SECTION OF STEWART AVENUE

R-57443 - William T. Hamlin et al	Offer: \$10,550.00
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KUEBLER BLVD. INTCHGE. SECTION OF THE PACIFIC HIGHWAY EAST

R-56963 - Berglund Properties	Offer: \$8,150.00
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LAKE CREEK-PACIFIC HWY. SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-55485 - Gordon Chan et al	Offer: \$25,400.00
R-57681 - Tekmax, Inc.	\$2,400.00
R-57688 - John E. Brinson et al	\$250.00

LITTLE N. FORK RD.-M.P. 25 SECTION OF THE NORTH SANTIAM HIGHWAY

R-58279 - Ivan Warrick et al	Offer: \$4,000.00
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MITCHELL-KEYES CR. SUMMIT SECTION OF THE OCHOCO HIGHWAY

R-58096 - Ray W. Rickman et al	Offer: \$16,875.00
R-58097 - Evan W. Thomas et al	\$18,325.00

N. CHAUTAUQUA ST.-N. DELAWARE ST. SECTION OF N. COLUMBIA BLVD.

R-58455 - Bank of California, Trustee	Offer: \$2,560.00
R-58458 - Edward E. Schlessner et al	\$750.00

N.E. PORTLAND HWY. @ N.E. 201ST AVE. SECTION OF THE NORTHEAST
PORTLAND HIGHWAY

R-58047 - Geneva H. Shepard et al	Offer: \$4,000.00
R-58048 - Howard I. Angell	\$500.00
R-58049 - Howard I. Angell	\$250.00
R-58051 - Fleming & Zandell et al	\$8,050.00
R-58052 - Sandy Blvd. Mobile Villa	\$1,025.00

EXHIBIT D
MINUTES OF 10/17/89

Offers Tendered List
Page 4
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O'NEIL JCT.-REDMOND COUPLET SECTION OF THE DALLES-CALIFORNIA
HIGHWAY

R-57528 - Ronald E. Post et al	Offer: \$4,200.00
R-57537 - Stanley L. Brewer et al	\$700.00
R-57551 - Bernice T. Eades et al	\$25,350.00
R-57556 - Margaret G. Hackleman	\$2,925.00
R-57570 - Ronald E. Post et al	\$1,700.00
R-57598 - Ronald D. Smith et ux	\$32,100.00

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION OF THE ALBANY-JUNCTION
CITY HIGHWAY

R-55455 - Millie M. Brant et al	Offer: \$3,300.00
R-55462 - Ardis C. Wells et al	\$2,025.00
R-55464 - Alvin D. and Dorothy D. Good	\$19,400.00
R-55486 - Alvin D. Good et al	\$100.00
R-56791 - Albert Rhoades et al	\$1,525.00

S.E. BASELINE ST.-E. MAIN ST. SECTION OF S.E. 10TH AVENUE
(HILLSBORO)

R-57206 - Hillsborough Oregon Associates	Offer: \$3,950.00
R-57210 - Anna Margaret Baker et al	\$51,830.00

S.E. 21ST AVE. - S.E. BASELINE ST. (HILLSBORO) SECTION OF THE
TUALATIN VALLEY HIGHWAY

R-57030 - Gary J. Haberman et al	Offer: \$346,300.00
R-57647 - Jack F. Norton et al	\$2,900.00
R-57648 - MCR Investment Co. et al	\$2,575.00
R-57651 - Audrey Gale LaBrie et al	\$10,420.00
R-57653 - Heirs of Robert C. Wyatt	\$350.00
R-57654 - Aileen M. Howell et al	\$1,000.00
R-57655 - McDonald's Corporation et al	\$2,315.00
R-57656 - George Propstra et al	\$101,000.00
R-57657 - Audrey L. Seabold et al	\$250.00
R-57658 - Sixth Dunkin' Donuts Realty	\$33,230.00
R-57659 - Tipton Center Associates	\$11,230.00
R-57660 - Investors Consortium et al	\$52,600.00
R-57661 - Milo I. Wilcox et al	\$9,935.00
R-57662 - Eric W. Lindgren et al	\$32,420.00
R-57663 - California Assets, Inc. et al	\$250.00
R-57664 - C. R. Lindgren et al	\$69,100.00
R-57665 - International Dunes Co. et al	\$1,750.00
R-57671 - Velta B. Jones	\$500.00

EXHIBIT D
MINUTES OF 10/17/89

Offers Tendered List
Page 5
October 5, 1989

S.E. 182ND AVE.-S.E. 190TH AVE. SECTION OF S.E. YAMHILL STREET

R-58387 - Harold R. Johnson et al Offer: \$2,280.00

S.W. CANBY ST.-S.W. TAYLORS FERRY RD. SECTION OF S.W. TERWILLIGER BLVD.

R-58449 - Heirs of John Piacentini Offer: \$8,560.00

SPANGLER HILL-MULINO SECTION OF THE CASCADE HIGHWAY SOUTH

R-57806 - Manual A. Sandoval et al Offer: \$7,100.00

STARK ST.-GLISAN ST. SECTION OF S.E. 223RD AVENUE

R-57214 - Frank L. Newell et al	Offer: \$47,900.00
R-57217 - Sun Dial Real Estate, Inc.	\$5,000.00
R-57220 - Leroy Carson Williams et al	\$300.00
R-58366 - Charles C. Leathers et ux	\$2,050.00
R-58367 - James M. Weston et al	\$11,965.00

SWIFT INTCHGE.-DELTA PARK INTCHGE. SECTION OF THE PACIFIC HIGHWAY

R-57581 - Harold S. Jeans et al	Offer: \$13,125.00
R-58179 - General Leasing, Inc.	\$139,500.00
R-58180 - Rudolph Yost	\$11,500.00

WREN HILL CURVE SECTION OF THE CORVALLIS-NEWPORT HIGHWAY

R-56701 - Hoskins Lumber Co. et al Offer: \$750.00

Dated this 5th day of October, 1989


STEVEN GREEN, Right of Way Manager

EXHIBIT E
MINUTES OF 10/17/89



Department of Transportation
PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On September 1, 1989, approved a land use permit with City of Gates, Marion County for miscellaneous public purposes.

On September 1, 1989, approved a land use permit with Mark Gehring, Polk County for agricultural purposes, in the amount of \$100.00

On September 7, 1989 approved Oregon State Parks Division's request to construct a road with access to the Sandy River at Dabney State Park within the Sandy River Scenic Waterway in Multnomah county.

On September 11, 1989, approved a Historic Preservation Fund with City of Harrisburg, Linn County for survey and inventory (contract time extension).

On September 12, 1989 approved Mark and Marie Lindsey's request to construct a single family dwelling within the Rogue River Scenic Waterway in Josephine County.

On September 12, 1989 approved Gary Woolsey's request to construct a barn within the Rogue River Scenic Waterway in Josephine County.

On September 12, 1989, approved a Historic Preservation Fund with City of Oregon City, Clackamas County for certified local government, in the amount of \$4,675.

EXHIBIT E

MINUTES OF 10/17/89

On September 13, 1989 approved Don Mamlstrom of Affiliated Land Services Inc.'s request to construct a fiber optic cable system within the Nestucca River Scenic Waterway in Tillamook and Yamhill counties.

On September 13, 1989, approved a Historic Preservation Fund with City of Roseburg, Douglas County for certified local government, in the amount of \$5,000.

On September 14, 1989, approved a Historic Preservation Fund with City of Sherwood, Washington County for survey and inventory, in the amount of \$455 (contract increase).

On September 14, 1989, approved a land use permit with Hogan Ranch Co., for cattle grazing on the Willamette River Greenway in Columbia County in the amount of \$100.00.

On September 15, 1989, approved a Historic Preservation Fund with Clackamas County for certified local government, in the amount of \$5,501.

On September 18, 1989 approved Oregon State Highway Division's request for rock production to obtain crushed aggregate to be used to resurface the Mitchell-Service Creek Highway within the John Day River Scenic Waterway in Wheeler County.

On September 22, 1989, approved a Historic Preservation Fund with Washington County for survey and inventory/plan amend (contract time extension).

On September 25, 1989, approved a Historic Preservation Fund with City of Eugene, Lane County for certified local government in the amount of \$7,089.

Dated this 2 day of October, 1989


David G. Talbot, State Parks Administrator

DGT/mh

TO: Oregon Transportation Commission MINUTES OF 10/17/89

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On July 24, 1989, approved a personal service contract with Aalto Furniture Design to prepare a final design of a receptionist workstation. The contract covers the period August 7, 1989 to September 11, 1989 at a cost not to exceed \$ 500.00.
- 2) On July 24, 1989, approved an interagency service agreement with Executive Department, Personnel and Labor Relations Division, to conduct an employee assistance program on behalf of DMV. The agreement covers the period July 1, 1989 to June 30, 1991 at a cost not to exceed \$ 19,704.00.
- 3) On August 1, 1989, approved a personal service contract with Communications Perspectives to conduct a training session on intercultural awareness at the DMV Field Manager's Conference. The contract covers the period October 16, 1989 at a cost not to exceed \$ 500.00.
- 4) On August 11, 1989, approved a personal service contract with Ted Aho to provide assistance to DMV ISS Field Services team to implement 1989 legislative changes for the DRIVE System. The contract covers the period August 28, 1989 to January 31, 1990 at a cost not to exceed \$ 10,000.00.
- 5) On August 18, 1989, approved a personal service contract with Prendergast and Associates to design a space and interior plan for DMV's new Clackamas Promenade field office. The contract covers the period August 25, 1989 to October 9, 1989 at a cost not to exceed \$ 9,800.00.
- 6) On August 29, 1989, approved a personal service contract with Dianne Kane to conduct word processing training classes for up to 130 DMV employees. The contract covers the period September 15, 1989 to December 31, 1989 at a cost not to exceed \$ 9,750.00.

EXHIBIT F
MINUTES OF 10/17/89

- 7) On September 1, 1989, approved an interagency service agreement with Oregon State University, Survey Research Center, to design and conduct a survey of heavy vehicle operators to determine their receptiveness to various service innovations at DMV field offices. The agreement covers the period September 13, 1989 to December 31, 1989 at a cost not to exceed \$ 7,500.00.

Dated this 8th day of September, 1989

Jim Hunter, Deputy for
David P. Moomaw, Administrator
Motor Vehicles Division

EXHIBIT G
MINUTES OF 10/17/89



Department of Transportation
PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

October 4, 1989

In Reply Refer to
File No.:

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: Denny Moore, Administrator
Public Transit Division

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. A federal/state general funded program to provide operating assistance for public transportation service.
 - A. An grant amendment with City of Florence to extend the contract to June 30, 1990. No increase in money. (August 28, 1989)
 - B. City of Bend, \$4,950 in General Funds. (August 28, 1989)
2. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and handicapped persons. (September 8, 1989)
 - A. Bay Area Activity Center \$10,668
 - B. Yamhill Community Action Program 5,586
 - C. East Central Oregon Assoc. Counties 75,120
 - D. Grant County Seniors 40,000
 - E. Help, Inc. 6,048
 - F. Reach, Inc. 25,032
 - G. Sunshine Industries 13,860
 - H. Hood River County Transit 39,144
 - I. Nova 31,447
 - J. Special Mobility Services, Inc. (Lane Co.) 79,632
 - K. Volunteer Transportation 80,000
 - L. Benton ARC (vehicle transfer) 0

EXHIBIT G
MINUTES OF 10/17/89

Oregon Transportation Commission
October 4, 1989
page two

3. Urban Mass Transportation Administration. A federal grant program providing state administration, capital and operating assistance to small city and rural transit systems. Provides federal funding for Small City and Rural Area Transit Assistance Program.

A.	Project number OR-08-8015	Sept. 8, 1989	\$52,200
B.	Project number OR-18-X006	Sept. 8, 1989	\$630,563
C.	Project number OR-16-0015	Sept. 8, 1989	\$445,429

4. Personal Services Contract with Marianne McGee to conduct Passenger Assistance Techniques (PAT) Workshops. Division agreed to pay contractor for each PAT workshop presentation at the rate of \$15 per student with a guaranteed minimum of \$200. Payment for each workshop shall not exceed \$300. Contract amount shall not exceed \$2,700. (September 21, 1989)

5. Rural Transportation Assistance Program scholarships for the following individuals to attend the 1989 Oregon Transit Association Conference, September 10-12, 1989. (September 19, 1989)

Ed Meidenbauer	\$75
Ralph McNeil	128
Harold Blanch	128
Betty Godfrey	87
Sherry Schaer	262
Margery Hagar	114
Clarence Lancaster	128
Edythe James	111
Norma Hammack	64
Veronica Zecchini	198
Brenda Williams	128
Joe Snook	128
Lee Sanders	128
Bill Seal	128
Hal Greene	251
Robert Girt	64
Dorothy Churchill	77
Glenna Maness	220
Diana Gatchell	132
Dolores Patterson	219
Zee Carmen	77
Robert Beckett	174
Winston Walker	128
Robert Clark	75
Joan George	64
David Lynde	168
Ken Bogart	180
Nancy Butler-McGuire	209

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5. Rural Transportation Assistance Program scholarships (continued)

Ben Brandon	128
Lucy Parra	75
Grace Swan	75
DeAnn Pilch	125
Julian Boulton	125
Marilyn Deel	75
Carmen Prince	268
Paul Archibald	128
Dale Cannon	216
Cary Thomas	7

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs

Fran Neavoll, Office Manager
Commission Services

deloct:forms

EXHIBIT HMINUTES OF 10/17/89

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
James J. Magnus L-9270 R-56797 Section: Alsea River (Waldport) Bridge Highway: Oregon Coast County: Lincoln	\$11,550	\$12,500	\$17,500

Remarks:

James Powell L-9319 R-57434 Section: Stark St. - Glisan St. Highway: SE 223rd Avenue County: Multnomah	\$2,250	\$2,250	\$5,000
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Remarks:

James E. Selder L-9318 R-55974 Section: Wildwood - ZigZag Highway: Mt. Hood County: Clackamas	\$1,300	\$1,300	\$1,500
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Remarks:

John E. Mobley L-9301 R-56878 Section: Redmond-Bend (South Unit) Highway: The Dalles-California County: Deschutes	\$912	\$2,500	\$4,000
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Remarks:

Lloyd M. Haines L-9351 R-57416 Section: Foothill Blvd. - Rogue River/Redwood Hwy. Jct. Highway: Redwood County: Josephine	\$1,800	\$1,300	\$3,000
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Remarks:

REPORT OF CONDEMNATION CASES TRIED

<u>Defendant</u>	<u>State's Highest Written Offer Made More Than 30 Days Prior to Trial</u>	<u>State's Highest Testimony at Trial</u>	<u>Defendants' Lowest Demand</u>	<u>Verdict</u>
State of Oregon, DVA and James E. Reisinger, Jr. L-9291 R-55949 Section: K. Falls - Malin Hwy. @ Lower Klamath Hwy. Highway: Klamath Falls - Malin County: Klamath	\$1,000	\$120	\$12,000 (amended to \$100,000)	\$1,120

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Remarks:

EXHIBIT I
MINUTES OF 10/17/89

September 8, 1989

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

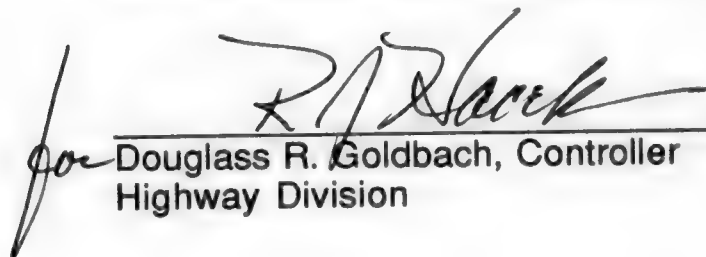
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On September 8, 1989, \$9,580,632.25 was distributed to the counties as their share of motor vehicle revenues for the month of August, 1989.

On September 8, 1989, \$6,005,832.26 was distributed to the cities for the month of August, 1989.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 8th day of September, 1989


for Douglass R. Goldbach, Controller
Highway Division

cc: Bob Bothman
John Elliott

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION TELEPHONE MEETING
HELD ON
OCTOBER 27, 1989

October 27, 1989

The Oregon Transportation Commission held a special telephone meeting at 11:45 a.m., originating in Room 135 (Director's Office), Transportation Building, Salem. (Notice of the 11:30 a.m. meeting was made by press release to newspapers of general and local circulation throughout the State.) The following persons were on the telephone at the locations given:

John Whitty, Vice Chairman, Coos Bay
Cynthia J. Ford, Member, Ashland
David F. Bolender, Member, Portland
Robert F. Duvall, Member, Forest Grove
Robert N. Bothman, Director of Transportation, Salem
Donald E. Forbes, State Highway Engineer, Salem
John Elliott, Public Affairs Director, Salem
Fran Neavoll, Commission Services, Salem

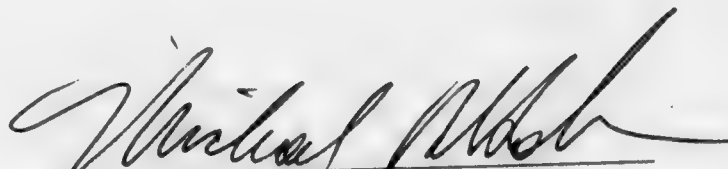
There were other staff persons present in Salem.

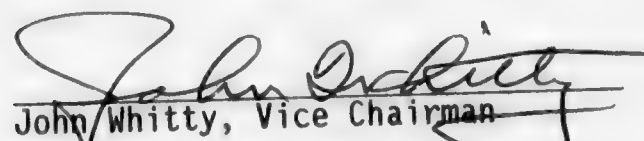
Mr. Bothman said the purpose of the telephone meeting was to consider whether to allow motorists to use studded tires earlier than November 1.

Mr. Forbes explained that the legal studded tire season is November 1 to April 30 of the following year. The law grants the Transportation Commission authority to shorten or lengthen the period of permissible use. The Rocky Mountain elk season begins on November 1. Since travel for elk hunting begins prior to the legal starting date for the use of studded tires, there have been numerous requests to advance the starting date.

Mr. Forbes requested the Commission's approval to allow the use of studded tires beginning at noon on October 27, 1989. He said this would enable the hunters to safely negotiate the highways during inclement weather. Commissioner Bolender moved for approval; the motion was seconded by Commissioner Ford. The motion carried unanimously by the Commission. Chairman Michael P. Hollern was in San Francisco but had voted in favor of Mr. Forbes' recommendation by phone prior to the meeting.

There being no further business to consider, Vice Chairman Whitty adjourned the meeting at 11:50 a.m.



Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Robert F. Duvall, Commissioner

October 27, 1989

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THIRD ANNUAL SILVER FALLS WORKSHOP
TRANSPORTATION COMMISSION AND STAFF
November 6, 1989

At 10:25 a.m., on November 6, 1989, the Oregon Transportation Commission and staff met at the Upper Smith Creek Meeting Hall, Silver Falls Conference Center, for their third annual workshop. Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger Breezley, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director
Paul Burket, Administrator of Aeronautics Division
David P. Moomaw, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
John Elliott, Director of Public Affairs
Roland Casad, Manager of Policy and Finance Section
John M. Colosimo, Consultant
Fran Neavoll, Commission Services

(Notice of the workshop has been made by press release to newspapers of local and general circulation throughout the State.)

Mr. Bothman said the purpose of the workshop was to reach an agreement on Commission direction and to identify 1990 strategies. He mentioned the staff had taken the strategies identified at last year's workshop and updated them for 1990.

Mr. Bothman commented that the workshop will be facilitated by a consultant, John Colosimo, who has been working with the staff over the last few months.

Mr. Colosimo outlined the agenda for the day's discussion. (Copy in Commission's files, Salem.)

Mr. Bothman gave a review of the 1989 accomplishments as follows:

- 1) Public/Private Transportation (T-2000).
- 2) Comprehensive legislative finance package.
- 3) Highway management transition.
- 4) Immediate Opportunity Fund.
- 5) Access Oregon Highways Program.
- 6) Express Offices at Motor Vehicles Division.
- 7) Aviation Forum.
- 8) Pilot projects, such as Day Care, Return to Work Program, Emerging Small Business Program.
- 9) Employee Survey.

Mr. Bothman outlined the four key strategic priorities from last year's workshop as follows:

- 1) Communications.
- 2) Personnel and financial management.
- 3) Investment management.
- 4) Transportation strategies.

Mr. Elliott told the Commission what was learned from the survey conducted of the employees, local government and the general public, which is summarized as follows:

- 1) Employees were allowed to talk honestly and without fear.
- 2) Employees liked the Department as a place to work and would like more responsibility and "say".
- 3) The public is generally well satisfied with the Department.
- 4) The local governments respect the Department.
- 5) Productivity could be enhanced.

Mr. Elliott said the employees will receive a brochure telling of some of the successes, good ideas, and accomplishments that have resulted from the employee survey and facilitation meetings held over the past several months. The survey may be done again in two years to gauge the progress of the first survey and to measure productivity.

Mr. Potter outlined the status of the personnel management and finance strategies as follows:

Recruitment and Selection:

- a) New promotion process in Highway Division.
- b) Implementation of pre-employment physical capacity testing and drug testing in Region I and Eugene.
- c) Active Affirmative Action Program.

Information Systems:

- a) Staffing reports are produced monthly.

Employee Development

- a) Extensive training programs.
- b) Implementation of a Working Program.

Work Environment

- a) Implementation of an Early Return to Work Program.

TEAMS

- a) STARS was converted to TEAMS.
- b) Accounting system stabilized, enhanced, and auditable.
- c) Enhancements are in final stages.
- d) Four of the six Divisions have converted to TEAMS.
- e) Conversion to TEAMS should be finished by August 1990.

Mr. Forbes spoke concerning the investment management strategy. He defined the strategy as assuring decision-making processes which make the most effective and efficient use of revenues. He mentioned five specific concerns of the strategy as:

- 1) Asset acquisition and disposal;
- 2) Public/private partnerships;
- 3) Development of corridor priorities;
- 4) Approach to long-term financing; and
- 5) Financing of regional strategies.

Mr. Forbes said the investment management process strengthens the managerial process that develops goals, objectives, and milestones. He mentioned it also links planning goals with budgeting and project selection processes. Mr. Forbes mentioned the Highway Division goal is to expand the capacity of the State's Highway System to safely handle existing and projected increases in traffic volume. He outlined the objectives as follows:

- 1) Complete the Pacific Coast Scenic Parkway Plan by October 1990.
- 2) Complete 80 miles of modernization improvements on the Access Oregon Highways Program by 1994 at an estimated cost of \$212 million.
- 3) Complete modernization improvements on the Interstate System by 1994.
- 4) Complete Access Oregon Highways corridor studies by December 1989.
- 5) Obtain Federal Funding for Pacific Coast Scenic Parkway Study by October 1989.

Mr. Bothman discussed the status of the 1989 transportation strategies as follows:

- 1) Land use goals are being developed and administrative rules will be adopted.
- 2) Promotion of Oregon's competition with markets is progressing. He specifically mentioned the Immediate Opportunity Fund and working with the Ports in Oregon.
- 3) Optimum transportation financing packages have been identified.
- 4) The Department is responding quicker to changing needs.

Mr. Bothman identified his vision for the future as follows:

- 1) Integrated transportation system, including freight.
- 2) Adequate transportation funding.
- 3) Application of advanced technology.
- 4) A unified transportation Agency.

Mr. Bothman then outlined the following trends:

- 1) Population growth one million by year 2025.
- 2) Personal income to increase by 2.5%
- 3) Travel growth 4% per year.
- 4) Expanding suburbs--50% of population by year 2000.
- 5) Pacific rim trade by 41%.
- 6) Oregon handles 2% of the Pacific Coast containers.
- 7) Technology will make dramatic difference after year 2000.
- 8) Expect oil prices will increase.
- 9) Environmental considerations will increase; air quality will be a priority.
- 10) Land use considerations will increase.

Mr. Bothman said the forces for change are due to: 1) deterioration of the system; 2) growth; 3) urbanization; 4) cost of transportation; and 5) economic competition.

There was considerable discussion concerning freight/rail transportation.

Mr. Colosimo summarized the Commission's comments as follows:

- 1) The population expectation may be too low;
- 2) There is need for contingency planning, including rail planning;
- 3) The Department should take a major leadership role in transportation.

Mr. Colosimo asked the Commission to express their comments and the following key areas were mentioned.

Commissioner Breezley said the staff should influence transportation decision-making issues outside of the Department.

Vice Chairman Whitty said the following question should be addressed--"what can Oregonians afford in terms of transportation". He also said the demographics of the population increase should be considered.

Commissioner Breezley suggested being innovative on maintaining the highway system. He specifically mentioned using different material on the outside lane than on the inside lane of the highway due to traffic patterns.

Chairman Hollern felt the Department should take a proactive position on safety.

Vice Chairman Whitty said there is a need to work with the private providers on behalf of consumers.

Commissioner Ford mentioned the competition for air service keeps increasing. She asked if the State could assist in providing better air service.

There was considerable discussion concerning air service and rail transportation.

The workshop adjourned at noon for lunch.

At 1 p.m., the workshop reconvened and the topic of discussion was Commission direction and priorities. The Commission's comments for staff direction are summarized as follows: (The name of the Commissioner making the comment will appear at the end of the sentence.)

Transportation needs:

- 1) Bring existing transportation system up to acceptable levels. (Breezley)
- 2) Balance the existing system against new demands for construction. (Whitty)
- 3) Transportation/transit in the metropolitan area is a priority issue. (Whitty)
- 4) Integrate transportation structure---may need redefinition. (Breezley)
- 5) Changes to the basic plan priorities should be considered. (Hollern)
- 6) Commission's position on the trust fund should be reaffirmed or changed. (Transit versus highway fund). (Hollern)
- 7) Should the Department direct or react to growth with transportation dollars? (Whitty)

Delivery of transportation services:

Consideration should be given to:

- 1) Personnel staffing at DMV and customer waiting time. (Whitty)
- 2) Streamlining at Lloyd Center DMV express office. Emphasis on user-friendly office. (Breezley)
- 3) Innovation to improve performance, i.e., vary performance to need, change traffic pattern, and apply different standards. (Whitty)
- 4) Review of service levels and methods. (Breezley)
- 5) ODOT's relationship to other providers.
- 6) Increase value added at each step in delivery process.
- 7) Realignment of highways.

Finance:

Consideration should be given to:

- 1) The trust fund. (Hollern)
- 2) Sources of funding, i.e. tolls, bonds, increased license fee. The current policy is that fees are designed to cover the costs. (Hollern)
- 3) Fees for alternate fuels. (Whitty)
- 4) Tire and battery tax. (Whitty)
- 5) What are other states doing such as toll roads/user fees? (Breezley)
- 6) Self-service gas stations. (Ford)

User relations:

- 1) There should be a clear statement what ODOT will and will not do, i.e., realignment, maintenance of county roads and covered bridges. (Breezley)
- 2) Highway contractor management. (Whitty)
- 3) There should be a package approach to a comprehensive funding program that is supported by private organizations and user groups. (Hollern)
- 4) There is a need to improve public relations at the local levels. (Ford)

Legislative initiatives:

Consideration should be given to:

- 1) Funding, i.e., gas tax, battery/tire tax for transit. (Breezley)
- 2) Reaction to the May 1990 election.
- 3) Revenue package for next legislative session.
- 4) Truckers' issue.
- 5) State Police issue. Explore alternatives for more enforcement, i.e., stronger penalties. (Hollern)
- 6) Incremental gas tax increases.
- 7) Westside transit financing.
- 8) Gain support for comprehensive financing package from highway users.

The Commission expressed the following comments:

- 1) A policy should be developed that guides the Department, with a broader scope than ODOT.
- 2) There should be a positive relationship to other transportation providers.
- 3) There is a need for a complete consensus on funding when it is presented to the Legislature.

The issue of rails and ports was also discussed. Mr. Casad suggested a "Harrison Committee" concept to discuss extending the rail

management program. Mr. Casad felt it important that the Department influence but not take over administration. He said the Department should act as an advocate. Commissioner Breezley suggested having an ad-hoc committee of Economic Development, PUC, and others to discuss the rail/port issues. He felt it should be a leadership group of key players.

Following a 15-minute break at 2:50 p.m., Mr. Colosimo asked each Commission member to summarize what was important for next year.

Vice Chairman Whitty felt the Department should identify a method of moving people in the Portland area. The plan should have Statewide support. He also felt funds should be allocated to areas that have not received adequate funding for years while the Interstate System was being built. He mentioned that some funding should be allocated to ports in the State Plan.

Commissioner Ford concurred with Vice Chairman Whitty. She was also concerned about the transportation problems in the Portland area, including areas outside of Portland. She suggested that the State assist smaller areas in planning and establishing their priorities and goals on a multi-modal basis for their transportation system. She also thought this would help establish a good working relationship and build credibility. She felt there is still a lack of trust at the local level.

Chairman Hollern said his concerns are to relieve urban congestion and access rural areas. He felt there should be a contingency plan for transit. He said the Department should be supportive of the land use plans. He mentioned there were too many things discussed today for accomplishment and he suggested a shorter agenda. His top priority would be solving the Portland metropolitan area and a comprehensive supported revenue package for the 1991 Legislature.

Commissioner Breezley felt that transportation leadership and the creation of an advocacy of key players to influence the transportation plan were important. He said a long-range strategy cannot be completed without the necessary unified support.

Mr. Burket commented that the Aviation Advisory Committee will be discussing proposals for submittal to the Legislature for improving the funds for the Aeronautics Division. He mentioned the Division has identified \$221 million of airport improvement projects needed over the next ten years. He said the Division does not have the funds to match the Federal funds and needs to look for ways to raise additional revenue.

Mr. Colosimo mentioned that a document entitled "1990 Strategies and Goals" had been mailed to the Commission. (Copy in Commission's files, Salem.) He asked the Commission and staff for any goals or objectives they would like added to the document.

On Page 1 of the document, under the Mission Statement, the sentence of "High Quality of Life for Oregonians," Commissioner Breezley suggested adding the words "and visitors."

On page 3, Paragraph 1.1, include the words "transit" under modes of transportation.

On Page 3, Paragraph 1.2, Commissioner Breezley suggested adding the words "take a leadership role".

On Page 4, under Paragraph 2.4 regarding transportation safety, the Commission instructed the staff to come back within four years with a safety program (which may include legislative proposals). The Commission requested a program to place the State in the upper third ranking in terms of safety.

On Page 3, Mr. Moore suggested addressing the transportation of the elderly and handicapped as a goal.

On Page 4, there was discussion concerning the State Preservation Fund and the Interstate System. The staff was instructed to add comments under Paragraph 2.1.

Under Paragraph 2.2, Chairman Hollern suggested changing the order of the sentences.

Under Paragraph 3.1, Page 5, there was discussion about implementing standards for each unit.

Under Paragraph 4.0, it was suggested to include user groups and external and internal stakeholders.

Chairman Hollern mentioned measuring the successes of the employee survey. He suggested asking the same questions on a new survey so it can be quantified and the success of the survey could be measured. He was concerned that service would be improved as a result of the survey.

The consultant then asked for a critique of the workshop from each of the participants.

Mr. Forbes said he felt the smaller group led to a better focus on developing goals and objectives.

Mr. Elliott concurred with Mr. Forbes' comments that the smaller group had helped in the discussions. He recalled that legislative concepts had been included in the last workshop.

Mr. Potter felt that the critical success factors should be added to the document.

Mr. Burket was concerned about the infrequent reference to aviation in the document. He felt the workshop was focused in an excellent direction and it was an opportunity for the Commission to express their ideas.

Vice Chairman Whitty said the workshop was good as the Commission and Department could focus on things they could do. He mentioned the previous workshop and he felt now the Department was making a different kind of progress.

Commissioner Ford felt that more was accomplished at this workshop in less time. She liked the time period from 10 a.m. to 4 p.m. as it left time to deal only with the basics.

Mr. Moore said he enjoyed hearing the Commission's prospectus with a fresh perspective.

Mr. Moomaw thought that there should be some small working groups created as a result of this discussion.

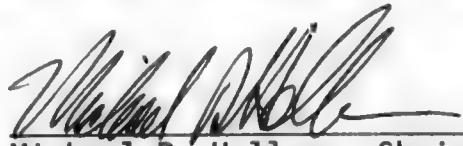
Mr. Casad felt that they had a document they could work with.

Chairman Hollern said he agreed with what had been said previously. He mentioned he did like a larger group as this gave the Commission an opportunity to work with other staff members; however, he liked the smaller group also.


Commissioner Breezley liked the smaller group and he congratulated the staff on their presentations.


Mr. Bothman said three years ago there were a lot of immediate problems to deal with, but now it is time to look ahead. He felt that the urban problems were critical. He also liked the smaller group of participants at the workshop.

Mr. Bothman said the staff would now put together a plan within the next two months and bring it back to the Commission. The workshop adjourned at 3:50 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Robert Duvall, Commissioner

MINUTES OF
OREGON TRANSPORTATION COMMISSION

WORKSHOPS
DINNER

NOVEMBER 13, 1989

AND

AGENDA REVIEW
FORMAL MEETING
COMMISSION TOPICS
LUNCHEON

NOVEMBER 14, 1989

At 2 p.m., on November 13, 1989, a workshop was held by the Oregon Transportation Commission in the Large Conference Room, 122 Transportation Building, Salem, concerning the following subjects:

- 1) ODOT's Six-Year Highway Program Policies/JPAT concerns;
- 2) Freeway management proposal;
- 3) Cash Flow/TEAMS Enhancement/Emergency Board;
- 4) Long-range planning for DMV headquarters building; and
- 5) Access Oregon Highways Policies.

(Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.)
Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
John Elliott, Director of Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
Erik East, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Don Adams, Region I Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Adams opened the workshop by saying that Mr. Bothman had received a letter from Mike Ragsdale, Chair, JPACT, dated September 21, 1989, stating their concerns of the Department's Six-Year Highway Improvement Program policies. (Copy of letter in Commission's files, Salem.) He called on Andy Cotugno, Transportation Director for the Metropolitan Service District, to explain the letter.

Mr. Cotugno handed the Commission a brochure entitled "Transportation 2000 Priorities: Getting from here to there" which contained their long-range vision. (Copy in Commission's files, Salem.) He said at a JPACT meeting on September 14, 1989, a series of concerns were endorsed regarding the Department's policies that affect the development of the Six-Year Highway Improvement Program. He outlined the concerns which are summarized as follows:

(Continued on next page.)

- 1) Consideration should be given to adding the Sunset Highway to the Access Oregon System and to scheduling improvements to be coordinated with the light rail transit construction schedule. He said the Sunset Highway does meet the Department's criteria for the Access Oregon System as a key route from Portland to Seaside.
- 2) Consideration should be given to maintaining an adequate funding level for interstate modernization. He felt the change in policy from 60/40 percent to 90/10 percent rehabilitation/modernization would significantly delay the entire program. Maintaining the 40 percent share or supplementing FAI-4R funds with State funds should be considered.
- 3) Clarification should be given on arterials, such as retaining, improving, and funding. He said, if the Department plans to remove arterials, under what conditions should local jurisdictions expect to assume responsibility.
- 4) Consideration should be given to not fully committing all available Access Oregon funding in the next several updates in the Six-Year Program. He said, if the Department fully commits the Access Oregon funding, no construction activity can be committed for the next six to eight years causing a significant delay to projects.
- 5) Consideration should be given to establishing a funding program for intersection improvements, freeway management projects, and other small scale operation improvements.
- 6) Maintaining a commitment to a project once included in the Six-Year Program in the event funding is reprogrammed to other purposes and use the Six-Year Highway Improvement Program update process to cancel projects.

Mr. Adams informally addressed the issues expressed by Mr. Cotugno. Mr. Bothman said he would prepare a written response to the letter.

Chairman Hollern said there are several issues that will need further discussion by the Commission as to basic policy. Mr. Adams requested the Commission's support of a concept to design and implement a freeway management program to reduce congestion on the Portland area freeways. He said, if the Commission concurs with this concept, the freeway management system program will be included in the Six-Year Program. He mentioned by the Year 2005 traffic in the Portland area is expected to be 45 percent greater than today. Tom Schwab of Region I, who had prepared a Freeway Management Strategy Program for the Portland area, explained the proposal. (Copy of report in Commission's files, Salem.)

Mr. Schwab discussed the congestion in the Portland area caused by traffic or freeway incidents, such as spills, accidents, and other events that block traffic. He outlined the following measures proposed for inclusion in the Six-Year Program from 1991 to 1996 at various locations in the Portland Area:

- 1) A control center to monitor, analyze traffic conditions, and to coordinate the response team.
- 2) A response team to deal with freeway incidents.
- 3) Telephone number signs.
- 4) Changeable message signs of freeway conditions.
- 5) Call boxes for motorists.
- 6) Closed circuit television monitors.
- 7) Ramp metering.

Mr. Schwab estimated the start-up cost to be \$6.66 million over the six-year period. The annual operating costs after the start-up period are estimated to be \$99,000. He said the benefits in reduced travel time and operating costs for motorists are expected to exceed project costs by a factor of almost three to one. He also displayed maps of the Portland area where the freeway management projects would be located. Mr. Schwab outlined the benefits as operating the system more efficiently, reducing travel time, reducing accidents, and fuel efficiency.

Mr. Adams said that he would like the Commission's endorsement of this proposal for consideration in the Six-Year Program update. He said he would brief the Commission later on the implementation of a budget increase. (In attendance from the City of Portland were Mike Bauer and Goran Sparrman.) The City of Portland and Mr. Wilken of FHA both supported the concept. The Commission agreed to the concept of the plan.

Roz Shirack briefed the Commission on the cash flow issue. By use of an overhead projector, she outlined the following issues of a prudent cash balance. (Written documentation in Commission's files, Salem.)

- 1) What are the cash requirements of the Highway Fund?
- 2) What are the borrowing options if the balance should go below zero?
- 3) The various benefits and costs of maintaining a low cash balance.
- 4) Effect of several alternative levels of cash balance.

The Department recommended a target of \$25 million average daily cash balance for this biennium. She said some days there would be a zero balance, but borrowing likely would not be necessary. This recommendation

is based on discussions with the Legislative Fiscal Office and the Executive Department and on informal Attorney General's opinions.

As a future long-term strategy, the Department recommended \$15 million as a five-year target balance. Since this level of cash balance would require periodic borrowing, a formal Attorney General's opinion on borrowing would need to be obtained. She mentioned this may involve a legislative package and the need for monitoring of daily cash inflows and outflows.

The Commission gave their tentative approval of the recommendation for a \$25 million average daily balance by the end of the biennium. Chairman Hollern said the Commission would reconsider the average daily balance issue during the budget process for a longer-term strategy.

Doug Goldbach, Manager of Transportation Accounting Services, gave an update on the financial management system. He summarized the issues that resulted in the implementation of TEAMS:

- 1) The Division of Audits issued a disclaimed audit for Highway and Parks Divisions in August 1987.
- 2) The Federal Highway Administration issued a disclaimed audit and requested reimbursement of Federal-aid funds received in the amount of approximately \$400,000,000 in September 1987.

Mr. Goldbach then outlined the Department's corrective action plan from October 1987 through July 1989 as follows:

- 1) The Department contracted with Price Waterhouse to survey the problems and present recommendations.
- 2) An Oversight Committee was established.
- 3) There was an open admission of the problems by the Department.
- 4) A corrective action plan was implemented containing objectives to be accomplished, resource requirements, and schedules for staged implementations.

Mr. Goldbach mentioned the impact of the problems on the Department and he outlined the implementation steps from November 1987 through June 1989. He said as of July 1989 the Department has developed a new warrant/check writing process and an automated bank reconciliation system. He said this system also provides an effective date reporting capability.

Mr. Goldbach said the benefits to the simplified accounting system are as follows:

(Continued on next page.)

- 1) The records are fully auditable.
- 2) Increased security/authorization processes.
- 3) Elimination of payment backlog.
- 4) New automated billing system.
- 5) Increased reporting capability.

Virlena Crosley explained that there may be an item on the December agenda for approval of an appearance before the Emergency Board to cover data processing costs. She said the staff is working on determining the costs and how to fund if additional enhancements are needed. She indicated a need for increases in expenditure limitation for Central Services and the Highway Division. She said the staff is also considering the effect if an E-Board request is not considered.

Doug Manthe discussed the long-range planning necessary for the Motor Vehicles Division Headquarter's building in Salem. He said their current building on Lana Avenue which was occupied in 1959 is an open design warehouse style. He mentioned the Capitol Planning Commission in 1986 denied the request to purchase the building. He recalled that \$250,000 had been included in the 1989-91 budget to improve the heating and air conditioning system in the present building. He explained that the Ways and Means Committee approved the funds but requested the Executive Department to unschedule the funds pending the Division's long-range plan for the headquarter's building.

Mr. Manthe said the Division has considered the following alternatives:

- 1) Continue leasing existing facility with minor improvements. (Improvements would be the \$250,000 for heating/air conditioning and \$100,000 for carpeting.)
- 2) Purchase the facility for ten years and lease on the mall.
- 3) Purchase the facility and build on the mall.
- 4) Lease facility and build on the mall.
- 5) Lease facility and lease on the mall.
- 6) Lease existing facility with major renovation and addition.
- 7) Lease existing facility with major renovation.

Mr. Manthe handed the Commission a document which outlined the costs involved based on 20 and 30 years for each of the alternatives. (Copy in Commission's files, Salem.)

Mr. Manthe said the Division is recommending to continue to lease the existing facility with major renovation at a cost of \$1.35 million, which would include the unscheduled \$250,000. He explained that the major renovation would be to lower the ceilings; improve lighting, heating, and air conditioning; provide an adequate cafeteria; a new facade on the building; skylights for natural light; new carpeting and rest rooms. He said the Division needs a long-range plan to present to the Emergency Board in order to receive the \$250,000.

There was considerable discussion by the Commission concerning the alternatives presented. The Commission approved the concept to appear before the Emergency Board in order to acquire the \$250,000 and to continue their study on leasing the existing facility with major renovation. Mr. Manthe said, with this Commission direction, the Division would come back with firmer costs for their formal approval of the Emergency Board request.

Mr. Potter recalled that in July a workshop had been held with the Land Conservation and Development Department concerning the coordination of land use issues affecting the transportation system. He gave an update of the status of the preparation of the administrative rules versus goal amendments.

Bob Royer, Manager of the Planning Section, presented to the Commission a draft policy on improving and maintaining the Access Oregon Highways System. (Copy in Commission's files, Salem.) He mentioned that the Access Oregon Highways System was designed to establish a logical and effective system of highways to link major economic and geographic activity centers together to other high level highways, ports and major connections to other states. He said the Commission designated the Access Oregon Highways System after an extensive public review process and this policy reaffirms the goals of that system and the methods to be used to improve and protect the system.

Mr. Royer said the goal of the Access Oregon Highways System is to provide for the economic growth of Oregon by moving through traffic safely and efficiently through geographic areas within Oregon, between Oregon and adjacent states, and through major economic activity centers.

Mr. Royer outlined the three objectives as follows:

- 1) Achieve a network of 55 MPH highways of statewide significance to transport goods and people through economic centers and the Interstate System.
- 2) Protect the integrity of the Access Oregon Highways routes which, along with the interstate, are the most vital links in the State.
- 3) Strengthen the partnership between the Highway Division and local governments to achieve mutual highway and community goals.

Mr. Royer discussed the implementation strategies for each of the objectives. There was considerable discussion concerning the following strategy under Objective No. 3:

After 1994, projects shall not be included in the development section of the Six-Year Program unless they are included in the local comprehensive plans.

Mr. Royer recommended as a part of the implementation strategy the establishment of a formal exception procedure as a means of addressing exceptions to the Access Oregon Highways standards and criteria.

There was concern by the Commission and staff for using the date of 1994. It was suggested that the date be left out of the implementation strategy.

Mr. Royer explained one of the implementation strategies calls for a cooperative agreement with local governments prior to design approval.

Mr. Royer also reviewed the pros and cons of the policy. The Commission agreed to the draft policy as discussed and asked that it be reviewed with other governmental units. This policy issue will be refined in the Highway Plan update.

The workshop adjourned at 5:20 p.m.

At 7 p.m., the Transportation Commission and staff met at the Prime Rib Riverside Restaurant, 103 Pine Street, N.E., Salem, for a dinner meeting with the Aviation Advisory Committee. (Notice of the dinner meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary A. Potter, Deputy Director of Transportation
Andy Booz, representing Public Affairs
Ed Schoaps, Public Information Officer for Aeronautics Division
Roland Casad, Manager of Policy and Finance
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Jim Whitty, State Representative and Chair of the House Interim Transportation Committee
Fran Neavoll, Commission Services

The following members of the Aviation Advisory Committee were present:

(Continued on next page.)

Sheridan Atkinson
Robert Mautz
Ronald Steinbock
Ernst Sturm

Robert Woodell
Boyd Williamson
Lisa Buswell Dahl
Sally Plumley

Following dinner, Chairman Hollern mentioned that Paul Burket would be retiring after 17 years of public service with the State of Oregon. He thanked all the members of the Aviation Advisory Committee for agreeing to assist the Transportation Commission on aviation matters.

Chairman Robert Mautz introduced the Aviation Advisory Committee members. He mentioned that he had been elected to serve as Chairman and Lisa Buswell Dahl was elected Vice-Chairwoman.

Chairman Mautz said their Committee is committed to strengthening the aviation system in Oregon and to enhancing economic development. He said it is important for the Committee to assist in the selection of Mr. Burket's successor. He said Mr. Woodell, Ms. Dahl and Mr. Atkinson had been selected to work with Mr. Bothman in the selection process.

Representative Whitty felt that having an Aviation Committee would give aviation a broader base and would enable the Division to be more effective on legislative matters. He said it will be helpful to have someone in his area to testify before the Legislature on aviation issues. He suggested that there should be a lobbying effort made to get people involved that are interested in aviation.

Chairman Mautz said the Aviation Committee would be interested in receiving the Commission's opinion at any time. The dinner meeting adjourned at 8:15 p.m.

At 8 a.m., November 14, 1989, the Oregon Transportation Commission met in the Director's office, 135 Transportation Building, Salem, to review the agenda. (Notice of the agenda review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary A. Potter, Deputy Director of Transportation
John Elliott, Director of Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
Donald E. Forbes, State Highway Engineer
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Bothman suggested removing from the agenda the status report on the Linton, Miels, Reisler & Cottone, Ltd., contract for Federal representation in Washington, D.C. He said there was nothing new to report on this subject as it is still in the negotiating stage.

Harold Lasley, Manager of the Civil Rights Section, handed a letter to the Commission containing the nominations for the Emerging Small Business Advisory Committee. Mr. Lasley said that there is still a vacant position on the Committee and it is anticipated to be filled next month. (Copy of letter dated November 13, 1989, in Commission's files, Salem.) The Commission reviewed the names but did not take any action. (See formal meeting minutes for appointments.) Vice Chairman Whitty and Commissioner Ford suggested that a member should be located in Eugene, Medford or Roseburg.

Mr. Forbes briefed the Commission on the following two delegations that would be appearing before the Commission at the formal meeting:

- 1) I-5 Merchants Construction Association regarding the effect on businesses of the bridge restoration work near Jantzen Beach.
- 2) Lincoln City delegation regarding addition to the Six-Year Program of turning lanes and removal of on-street parking on Highway 101.

There was considerable discussion among the Commission and staff concerning the public relations effort involving the effect on businesses of the bridge restoration work on I-5. Mr. Forbes said there has been research at the national level in urban areas and may be the staff could gain from looking at that research. Mr. Elliott also suggested working with Janis Collins in order to enhance their publicity effort. (See formal meeting minutes for Commission direction.)

Mr. Forbes said he would be presenting at the formal meeting a personal service contract, which was not shown on the agenda, to hire a consultant to guide the Highway Division in a number of organizational change processes now under way. (See formal minutes for approval.)

Mr. Forbes handed to the Commission a document showing the "Managing Organizational Activities" for the Highway Division. (Copy in Commission's files, Salem.)

Vice Chairman Whitty indicated that he was not receiving the Clipper. All of the Commission members indicated they would like to receive this document. Commissioner Breezley indicated he would like to receive VIA. Chairman Hollern requested that the year's previous issues be mailed to him.

Mr. Bothman thanked the Commission for their participation in the Silver Falls Workshop on November 6. He said the following morning on November 7 the staff identified six to eight tasks as a result of the discussion and committees were assigned certain tasks.

The agenda review adjourned at 8:55 a.m.

At 9 a.m., on November 14, 1989, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room, 122 Transportation Building, Salem. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary A. Potter, Deputy Director of Transportation
John Elliott, Director of Public Affairs
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
Dale Wilken, Division Administrator, Federal Highway Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present.

(Commissioner Breezley could not vote as he had not been confirmed by the Senate.)

Commissioner Ford moved for approval of the following items on the consent calendar and the motion carried unanimously by the Commission:

- 1) Minutes of the following meetings:
 - a) October 16 and 17, 1989.
 - b) October 27, 1989 (telephone).
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2816 in Commission's files, Salem.)
- 3) Abandoned damage claim of Fred O. Bylsma, II, totaling \$4,480.38. Damage occurred June 24, 1988, on the Robertson Bridge on the Rogue River Loop Highway in Josephine County. The driver's insurance coverage had expired.
- 4) Authorized payment of membership fees for 1990 in the amount of \$3,962.50 to the National Association of State Aviation Officials.
- 5) Authorized payment of membership fees for 1989-90 in the amount of \$9,500.04 to the International Association of Motor Vehicle Administrators.

(Continued on next page.)

6) Request from Steven B. Hagy to place a single-family dwelling within the Upper Deschutes River Scenic Waterway in Deschutes County, subject to the following stipulations:

- a) All City of Bend Planning Department requirements shall be satisfied.
- b) All City of Bend sanitation requirements shall be satisfied.
- c) All vegetation, 3" diameter and larger, on the land between the structure and the river shall be maintained.
- d) Construction shall begin within one year and the exterior shall be completed within six months after it has commenced.
- e) The Division shall be notified when construction begins and when the exterior has been completed.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Director of Transportation
Deputy Director
State Highway Engineer
Traffic Engineer
Right of Way Manager
Parks Administrator
Motor Vehicles Administrator
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I

The Commission unanimously confirmed their meeting dates of December 18 (dinner) and December 19 (formal), 1989, in Salem. The Commission tentatively set the following meeting dates in Clackamas County on January 22 and 23, 1990.

Mr. Bothman gave a brief report on the status through November of the Immediate Opportunity Fund projects. He said a quarterly report will be prepared on the fund allocations. (Copy of report in Commission's files, Salem.)

Mr. Potter said there is nothing new to report on the status of the Linton, Miels, Reisler & Cottone, Ltd., contract for Federal representation in Washington, D.C.

Mr. Potter handed the Commission the 1991-93 Budget/Legislation Development Schedule. (Copy in Commission's files, Salem.) He mentioned workshops are tentatively scheduled with the Commission in February, March, April, and May to identify their budget and policy issues and legislative concepts for submittal to the Executive Department in August 1990.

Harold Lasley, Manager of the Civil Rights Section, presented the recommendations for the Emerging Small Business Committee, who will assist emerging small businesses in overcoming barriers to participation in public improvement projects. He said the nominees are recommended who offer geographical balance, minority/women representation, business ownership and highway construction experience. (A letter dated November 13, 1989, to the Commission outlined the criteria for the selection.) He recommended the following individuals who were self nominated or recommended by appropriate organizations:

Scott Benge
Audrey Castile
Thomas W. Higgins
Donald S. Matsuda
Ed DeWald
Doug Hutchinson

Bruce Broussard
Steven Grasty
Rene' Marx
Wes Patterson
Margaret Garza
Carol Robb

Mr. Lasley said that one position is being held vacant on this Committee but it is anticipated to be filled during the next month.

Lina Garcia-Seabold of the Executive Department was in the audience and concurred with the appointments. Vice Chairman Whitty moved for appointment of the individuals as recommended. The motion carried unanimously by the Commission.

Mr. Moore said that the Transportation 2000 Committee has contributed to the future of highway and transit during the last few years. He said they were very instrumental in the 1989 Legislature in the passage of the finance package. He said this Committee is now working on implementing a plan on that legislation. He asked the Transportation 2000 Committee to give a status report.

Gary Conkling, a member of the Tri-Met Board of Directors and a member of the Transportation 2000 Committee, gave the Commission an overview of the Transportation 2000 Action Plan. He said this Committee is working on the campaign for passage of a constitutional amendment. He explained if the measure on the ballot in May passes it would allow local governments to seek voter approval to use local vehicle registration fees for transit.

Mr. Conkling concluded with ideas of how the Commission members could help on the campaign. He felt it would be invaluable for the Commission to speak to persons or groups about the constitutional amendment. He said their ability to speak clearly and directly to the public on the State transportation needs was important. He said the Transportation 2000 Committee views this constitutional amendment as a statewide issue and this will require a statewide campaign. He mentioned the Committee is

developing material from fact sheets and talking points to develop a correct explanation of the provisions of the constitutional amendment. He said the Commission will be asked to review the material as to how it might be improved. Chairman Hollern thanked him for briefing the Commission on this issue.

Mr. Moomaw requested approval to appear before the November Emergency Board for an increase of \$987,947 in the Division's 1989-91 budget expenditure limitation. The request includes 15.03 permanent full-time employees in 1989-91. He said this funding is needed to implement HB 2744 which is the confiscation of vehicle registration for certain driving offenses. He explained the 1989 Legislature passed this bill establishing a pilot program intended to reduce the problems caused by unlicensed, suspended and/or uninsured drivers. The bill requires police officers to confiscate vehicle registration cards and to mark license plates when drivers are cited or arrested for certain offenses.

Mr. Moomaw said the bill goes into effect on January 1, 1990, and the Division must give an interim report on the effectiveness of the legislation to the 1991 Legislature and a full report to the 1993 Legislature. The bill has a "sunset" clause repealing itself on January 1, 1994, unless continued by specific legislative action. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission.

Bob Bennett, Information Systems, Unit Supervisor for Motor Vehicles Division, requested authority to enter into a personal service contract for an amount not to exceed \$95,558 for developing computer software needed to implement the new Federal Commercial Driver License Program.

Mr. Bennett said this contract is to do the following:

- 1) Develop a system to update and change data contained in the national data base, and
- 2) Revise DMV's night time usage of ODOT's Computer Center Services to allow DMV's Field Offices to remain open later for serving commercial driver licensing customers.

Mr. Bennett explained that extensive software additions must be made to the driver licensing and support systems as soon as possible to support the implementation date of April 2, 1990. He said that the funding was included in the 1989-91 budget as amended by the October 1989 Emergency Board.

Commissioner Ford moved for approval of the contract. The motion carried unanimously and the Commission authorized the Motor Vehicles Division Administrator to sign the contract. (The contract entered into was with Computer People, Inc.)

Upon recommendation by Mr. Forbes, Vice Chairman Whitty moved for approval of increases in project authorizations on the following contracts and the motion carried unanimously by the Commission:

- 1) Contract No. 10,563, Rogue River (Robertson) Bridge, Rogue River Loop Highway, Josephine County, in the amount of \$106,753.11 (52% increase).
- 2) Contract No. 10,631, I-84 Port of Entry, Columbia River Highway, Hood River County, in the amount of \$298,000 (7.5% increase).
- 3) Contract No. 10,162, Airlie Road Culvert and Peterson Creek Bridge, Polk County, in the amount of \$17,000 (6.6% increase).
- 4) Contract No. 10,663, Klamath Falls-Malin Highway at Lower Klamath Highway, Klamath County, in the amount of \$29,907.36 (8.6% increase).
- 5) Contract No. 10,681, Simmons Creek-Pleasant Valley Road Section, Oregon Coast Highway, Tillamook County, in the amount of \$242,000 (11.8% increase).

Mr. Forbes recommended adding a project to the development section and four interstate preservation projects to the current construction portion of the Six-Year Highway Improvement Program. Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission for the following additions to the Six-Year Highway Improvement Program. (The Commission also authorized the State Highway Engineer to sign the necessary agreements.)

PROJECT ADDITION: To Development Section

Santiam River (Southbound) Bridge #8123A, Pacific Highway (I-5), M.P. 240.30, Marion and Linn Counties.

Advanced this project from reconnaissance to right-of-way acquisition in 1990. The estimated development cost is \$650,000.

The present structure is failing and in need of replacement. A reconnaissance project was authorized to determine alternative methods of replacing the bridge with a minimum amount of disruption to traffic. Alternative designs will be completed by September 1990. Construction can be dealt with in the 1991-96 update. There may be the possibility of discretionary funds for this project; however, the project should not be delayed until such funds are approved.

(Continued on next page.)

PROJECT ADDITIONS: To Construction Section

North Jefferson-North Albany (Southbound), Pacific Highway (I-5), M.P. 234.23-244.88, Marion and Linn Counties, \$4,800,000.

Hayesville-Battlecreek Inlay, Pacific Highway (I-5), M.P. 249.5-259.0, Marion County, \$1,500,000.

Hood River-Shogren, Columbia River Highway (I-84), M.P. 64.8-71.2, Hood River and Wasco Counties, \$600,000.

Garden Valley-Sutherlin, Pacific Highway (I-5), M.P. 125.0-134.8, Douglas County, \$2,100,000.

Added these four interstate preservation projects to the current construction program for 1990.

It is necessary for all available I-4R funds to be expended in order to qualify for Federal discretionary I-4R funds. Due to cost savings on some projects and rescheduling of others, additional I-4R projects must be funded this year before Oregon can qualify for discretionary funds needed for other identified projects.

Mr. Forbes requested authorization to hire a consultant to guide the Division in a number of organizational change processes now underway. He explained that the Division has entered into several sole source contracts with J. M. Colosimo Associates to perform this work in the past. He said now to insure consistency and continuity in the approach to future planning work by consolidating planning management needs in a single contract there is need to provide the potential pool of consultants an opportunity to compete for this contract. He recommended authority to enter into a flexible contract with the selected consultant for one year in an amount not to exceed \$75,000 and to sign the contract. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

At 9:50 a.m., Chairman Hollern called a ten-minute recess.

At 10:00 a.m., a delegation consisting of R. Douglas Zenor, City Manager of Lincoln City; Barbara Jenkins-Gibson, Urban Renewal Advisory Board; and Lyle A. Stewart, consultant for that entity appeared before the Commission. The delegation requested that the Department include an area of Highway 101 within Lincoln City between South 23rd and North 26th Streets for immediate project funding and prioritization to widen the area to five lanes. They also requested removal of on-street parking, participation in the provision of off-street parking, revising the signalization and location and number of crosswalks within the area with immediate project prioritization for completion by the fall of 1990. They mentioned the congestion in the area was no longer limited solely to the tourist season and it has become a year-round problem. They also said the City is experiencing growth and the influx of two major developments will further impact the flow of traffic through Lincoln City. They did not ask the Commission for a decision but for an understanding of their project. Mr. Zenor said this project would be presented at the Six-Year Program meetings.

The Commission thanked the delegation for their presentation.

A delegation of approximately 24 members of the I-5 Merchants Construction Association appeared before the Commission concerning the following:

- 1) To discuss the effect that bridge deck restoration on the Columbia River I-5 Bridge has had on businesses at Jantzen Beach
- 2) To delay the Swift/Delta Park Construction Project two years.

Representative Mike Burton was the first speaker for the delegation. He said he favored delaying the Swift/Delta Park Interchange project on I-5 for two years so that affected businesses could have the opportunity to recover from the current bridge construction activities and to allow them additional time to readjust to future construction projects. He explained that some business owners will not survive as all of their accrued assets will have been lost because decisions for highway repairs and magnitude for its impact were neither anticipated nor planned. He mentioned the Association supports the need and necessity for the repairs; however, the highway use has been changed. He said when the Interstate System was developed the intent was to provide a strategic route to move military equipment and supplies in the event of an attack. Now the highway has become access links to a variety of local areas within population centers. (Written letter in Commission's files, Salem.)

Joyce Goetze told how the I-5 Bridge and highway construction in North Portland had impacted sales and layoffs. She indicated a survey was taken of the local businesses and of the 168 businesses reporting, the following data was collected:

Total number of employed:	1,896
Total layoffs since July 1989:	148
Total layoffs anticipated:	259
Number of businesses requesting financial assistance:	21%
Sales trend:	-21%

Gene Pulver gave the following statistics of a telephone survey conducted of 109 businesses in the area: 91 percent favored postponing the Swift/Delta project; 21 percent loss of business; 38 percent might not survive if project constructed; and 11 percent would not survive.

Kathryn Broderick read a letter from Congressman Ron Wyden. The letter indicated his unsuccessful attempt of financial assistance to the affected businesses. The letter also stated it is important to work toward minimizing the negative impacts of construction in this area. The letter asked the Commission to give serious consideration to the I-5 merchants' request.

Larry Summerton of Hillman Properties Northwest spoke concerning the impact on business development. He handed the Commission three documents concerning Hayden Island and Hayden Meadows. (Copy of documents in Commission's files, Salem.) He said they would not be able to attract new business to the area if this project continues to have the negative impact. He mentioned it is necessary that the businesses and the State work together to accomplish the necessary improvements.

Fred Hicks told of their efforts to enhance trade to the area after sales dropped 21 percent. He requested that the project be delayed so there would be a period of recovery for the businesses.

Dick Luty commented on the impact on State revenues as follows:

Employee layoffs - lost wages for one year \$3,350,000
Total employee layoff costs - \$689,000
Business tax revenues-projected cost to State - \$1,330,000
Cost to merchants - lost sales \$25,400,000
Merchant loss of profits - \$2,032,000.

Mr. Luty updated Joyce Goetze's survey figures as follows:

Total layoffs:	153
Anticipated total layoffs:	263

Mr. Luty said that he felt that the businesses are entitled to be compensated for their loss of business.

Preston LaBounty felt that the Swift/Delta Project contained construction flaws. For example, he said the project failed to address the impact of the proposed two-lane traffic on I-5 adjacent to the Delta Park sector. He presented maps of the area that outlined his concerns with the design. (Copy in Commission's files, Salem.) He said they would like public input into a redesign.

Denny Lindemann spoke concerning the 1979 Environmental Impact Statement. He said the EIS study did not adequately address light rail or the economic impact on the proposed Delta Park Road. He said the growth at Delta Park since the original study warrants a supplemental study. He commented when there are significant new circumstances or information relevant to environmental concerns, a supplemental EIS should be prepared. Or a new EIS should be done that takes into account the Rivergate growth, light rail, and the third lanes east and west through the proposed work areas.

Don Kenny concluded by summarizing their request for a two-year minimum postponement of the Swift/Delta Park Interchange Project which was based on the following:

- 1) Enormous financial damages incurred by businesses during the current Interstate Bridge repairs and Delta/Marquam lane widening projects.

(Continued on next page.)

2) Environmental Impact Study conducted in 1979 fails to do the following:

- a) Meet complete provisions for future light rail or other mass transit systems,
 - b) Address the growth of the business sector in Delta Park,
 - c) Address the impact of proposed two-lane traffic on I-5 adjacent to the Delta Park sector,
 - d) Address economic damages to business during simultaneous construction projects as now exist.
- 3) There is a need to restore financial stability and motorists' confidence in the economically damaged area.
- 4) The need to find legislative remedy and compensation for businesses damaged by prolonged construction activity.

Mr. Forbes said the Division has agreed to postpone the project two months to further communicate with the merchants to minimize the impacts during the construction period. He said delaying the project two years could mean a loss of Federal revenue. He was also concerned about the affect on motorist safety. He mentioned that the three-year project is scheduled for a January bid opening and incentives to the contractor are being considered for early completion of the project. He indicated there would be no lane closures during peak hours and access to the businesses will be kept open. He said the Division will do everything they can to work with the merchants to the extent possible.

The Commission agreed to defer action and instructed the staff to come back in December with a report on the projects in the corridor over the next five or ten years. Chairman Hollern said the report should indicate the following:

- 1) Impacts of the projects;
- 2) Considerations for light rail/transit;
- 3) Verify with FHA the loss of Federal Funds, if the project was not constructed now;
- 4) Address the design issue; and
- 5) Seek a legal opinion on the necessity of a new Environmental Impact Statement or the need for a supplement.

Chairman Hollern also invited the delegation to attend the December meeting.

November 14, 1989

- 8791 -

(The I-5 Merchants Construction Association handed in written documentation of their presentation which is in Commission's files, Salem.)

Ray Polani, Chairman of the Citizens for Better Transit, Portland, recommended changes to the National Transportation Policy. He suggested that the State use his position as a base for the State's input to the Congressional delegation relative to the new Federal Transportation Policy being formulated in Washington, D.C.

Mr. Polani recommended conversion of the Highway Trust Fund into a National Transportation Fund to be apportioned on the basis of competitive analyses with all transportation modes. He also recommended an additional 10-cent motor vehicle fuel tax to be apportioned as follows: Seven cents for right-of-way realignment, track modernization, etc.; one cent for Amtrak's capital needs; two cents for the national urban transit needs. He felt very strongly that rail/freight services should be assisted. He again recommended the establishment of a rail division. (Copy of written documentation in Commission's files, Salem.)

The formal meeting adjourned at 11:40 a.m.

At 11:45 a.m., the Commission met in the Director's office, 135 Transportation Building, to discuss topics of mutual interest. (Notice of the Commission Topics portion of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Gary A. Potter, Deputy Director of Transportation
Donald E. Forbes, State Highway Engineer
Fran Neavoll, Commission Services

The Commission informally discussed the bridge restoration work at Jantzen Beach and the Swift/Delta Park Interchange Construction project. There was discussion concerning the involvement of the State Highway Engineer in this project. It was decided that Don Adams would handle the Environmental Impact Statement and traffic flow issues and Mr. Forbes would bring back to the Commission information on whether to delay the project. Chairman Hollern suggested having this discussion at the end of the formal meeting in December. Chairman Hollern also suggested having a member of the Port of Portland at the next Commission meeting. Commissioner Breezley said he could not attend the December meeting.

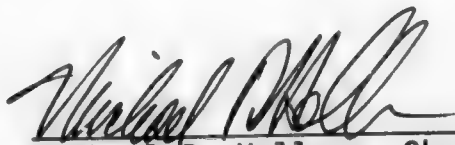
Mr. Bothman explained to the Commission the recognition ceremony which would occur at lunch with the Motor Carrier Taxation Task Force.

The Commission Topics portion of the meeting adjourned at 12:25 p.m.

At 12:30 p.m., the four Commission members had lunch in the Large Conference Room, 122 Transportation Building, Salem, with the Motor Carrier Taxation Task Force.

Following lunch, Mr. Bothman said the purpose of this gathering was to recognize the outstanding contribution by the Motor Carrier Taxation Task Force. He explained the success of this Task Force was evidenced by the passage of House Bill 2737 which was the most comprehensive revision of the Oregon truck taxation in over 40 years. He said this Task Force effort serves as an excellent example of how government and industry can work together to improve the existing taxation system. Chairman Hollern presented certificates of appreciation to the Task Force members and he expressed the Commission's appreciation in getting this legislation passed.

The luncheon meeting adjourned at 1:15 p.m.



Michael P. Hollern, Chairman



John Whitty, Vice Chairman

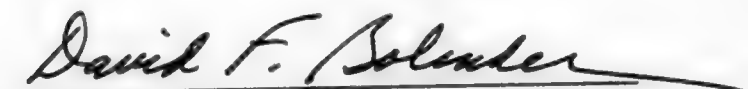
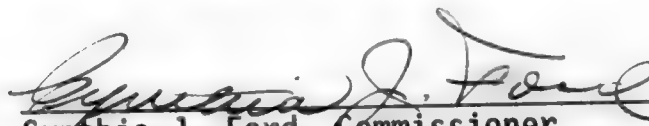


David F. Bolender, Commissioner
Cynthia J. Ford, Commissioner
Commission Services
Robert F. Duvall, Commissioner

EXHIBIT A
MINUTES OF 11-14-89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 6 Project Tualatin River Bridge Section (Contract No. 10,815)
Type of Work Grading, Paving, and Structure F.A. Proj. No. BRF-75(26)
County Washington Highway Hillsboro-Silverton Highway (ORE 219)
No. of Bidders 4 Low Bidder Ross Bros. Construction, Inc., Salem, OR
Low Bid \$ 551,532.90

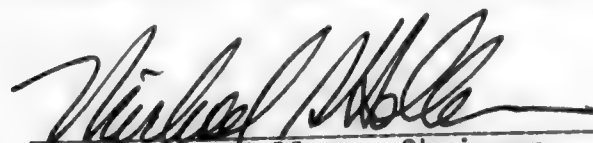
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder: F.E. Ward, Inc., Vancouver, WA
3rd Bidder: Holm II, Inc., Stayton, OR

\$ 633,071.00
\$ 641,019.50

On September 5, 1989, I accepted the State Highway Engineer's recommendation for award of the above project on which bids were received on August 24, 1989, and authorized him to sign the contract when conditions for the award have been met. If the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 8 day of October, 1989



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 11-14-89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Auburn Avenue and Resort Street (Baker) Section
(Contract No. 10,810)
Type of Work Paving F.A. Proj. No. M-0000(92)
County Baker Highway City Streets
No. of Bidders 1 Low Bidder Blue Mountain Paving Co., Yakima, WA
Low Bid \$ 66,635.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA and the City of Baker and receipt of deposit by the City.

2nd Bidder: None \$ N/A
3rd Bidder: None \$ N/A

No. 2 Project East Fork Evans Creek (Asbestos) Bridge Section
(Contract No. 10,811)
Type of Work Grading, Oil Mat, and Structure F.A. Proj. No. BR05-1500(13)
County Jackson Highway East Evans Creek (County Road)
No. of Bidders 2 Low Bidder Ausland Construction, Inc., Grants Pass, OR
Low Bid \$ 273,633.70

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and Jackson County and receipt of deposit by the County.

2nd Bidder: Holm II, Inc., Stayton, OR \$ 296,626.00
3rd Bidder: None \$ N/A

No. 3 Project Crooked River Arm Bridge Section
(Contract No. 10,812)
Type of Work Structure Deck and Rail Replacement F.A. Proj. No. RS-B391(2)
County Jefferson Highway Jordan Road
No. of Bidders 4 Low Bidder Tidewater Contractors, Inc., Brookings, OR
Low Bid \$ 395,682.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Jefferson County and receipt of deposit by the County.

2nd Bidder: Donald W. Thompson, Inc., North Bend, OR \$ 445,058.00
3rd Bidder: Hamilton Construction Co. (Oregon) \$ 455,554.00
Springfield, OR

EXHIBIT A
MINUTES OF 11-14-89

No. 4 Project Main Street-Shute Park (Hillsboro) Section
(Contract No. 10,813)
Type of Work Grading, Paving, Signing,
Illumination, Signals,
and Landscaping F.A. Proj. No. IX-0000(93)
County Washington Highway Tualatin Valley Highway (ORE 8)
No. of Bidders 6 Low Bidder White Construction Co., Lake Oswego, OR
Low Bid \$2,043,820.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the City of Hillsboro and receipt of deposit by the City.

2nd Bidder: Gelco Construction Co., DBA	\$2,298,629.00
Gradeline Construction Co., Salem, OR	
3rd Bidder: Baker Rock Crushing Co., Beaverton, OR	\$2,352,569.18

No. 5 Project Maple Street at Tualatin Valley Spur (Forest Grove) Section
(Contract No. 10,814)
Type of Work Traffic Signal
Installation F.A. Proj. No. M-9032(2)
County Washington Highway Tualatin Valley Highway Spur
No. of Bidders 4 Low Bidder Linco Electric Co., Albany, OR
Low Bid \$ 63,518.00 Engineer's Est. \$ Above Engr. Est. -----

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA and the City of Forest Grove and receipt of deposit by the City.

2nd Bidder: Tice Electric Co., Portland, OR	\$ 68,700.00
3rd Bidder: Cherry City Electric DBA	\$ 79,148.80
Hamilton Electric, Inc., Eugene, OR	

No. 6 Project Tualatin River Bridge Section
Type of Work Grading, Paving,
and Structure F.A. Proj. No. BRF-75(26)
County Washington Highway Hillsboro-Silverton Highway (ORE 219)
No. of Bidders 4 Low Bidder Ross Bros. Construction, Inc., Salem, OR
Low Bid \$ 551,532.90
Engineer's Recommendation Pending.

2nd Bidder: F.E. Ward, Inc., Vancouver, WA	\$ 633,071.00
3rd Bidder: Holm II, Inc., Stayton, OR	\$ 641,019.50

On August 29, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on August 24, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 3 and 4 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 8 day of October, 1989


Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 11-14-89

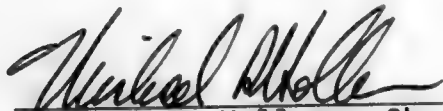
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On October 4, 1989, approved a personal service contract with American Contractor Center for business assistance to Disadvantaged Business Enterprises in the form of prebid conferences for highway construction projects. This contract becomes effective upon Executive Department approval and ends January 1, 1990, at a cost not to exceed \$15,000. (Authorized State Highway Engineer to sign contract.)

Dated this 19 day of October, 1989



Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

10/16/89

EXHIBIT A
MINUTES OF 11-14-89

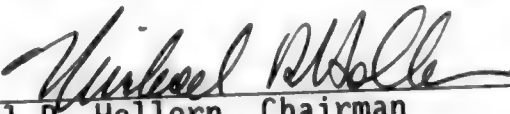
TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

- 1) Personal service contract with Ben Gerwick, Inc., Consulting Construction Engineers, for construction engineering services on the South Slough (Charleston) Bridge Section of Cape Arago Highway in Coos County. Consultant's expertise recommended for usage of unusual construction procedure of floating precast concrete box sections into position and using these boxes as the forms for raised footings for the main piers. Estimated costs are \$15,000 for approximately 68 hours of service. (Authorize State Highway Engineer to sign necessary contract.)
- 2) Agreement with City of Tualatin for installation of traffic control signals and illumination at the intersection of the Beaverton/Tualatin Highway and Martinazzi Avenue and to interconnect this with the existing signal at the Beaverton/Tualatin Highway and Lower Boones Ferry Road. The State will perform the required engineering and equipment testing and the City will pay for 100 percent of all project costs. State and City will share power and maintenance of the illumination system in accordance with current policy. State will maintain the signal and interconnect at its own expense. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 19 day of October, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

October 13, 1989

APPROVED

FOR STATE HIGHWAY ENGINEER
DATE 10/17/89

EXHIBIT A
MINUTES OF 11-14-89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Butler Creek Junction-Old Oregon Trail Highway Section
Contract 10,816
Type of Work Grading, Paving, Structures & Signing F. A. No. MAF-76(12)
County Morrow & Umatilla Highway Lexington-Echo and Hermiston (ORE 207)
No. of Bidders 8 Low Bidder Steelman-Duff, Inc., A Corporation of
Washington, Clarkston, WA
Low Bid \$4,139,845.05

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Babler Bros., Inc., Portland, OR	\$	4,834,234.00
3rd Bidder:	J. C. Compton Contractor, Inc.	\$	4,927,590.00
	Mc Minnville, OR		

No. 2 Project Cannon Beach Junction Section
Contract 10,817
Type of Work Landscaping F. A. No. DE-0200(801)
County Clatsop Highway Oregon Coast (US 101)
No. of Bidders 2 Low Bidder S & L Landscaping, Inc. Tigard, OR
Low Bid \$ 96,682.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Ben Fox, Inc., Milwaukie, OR	\$	163,196.00
3rd Bidder:	None		

No. 3 Project Kern Swamp Road-Weyerhaeuser Road Section
Contract 10,818
Type of Work Grading, Paving & Signing F. A. No. State (Mod.)
County Klamath Highway Green Springs (ORE 66)
No. of Bidders 6 Low Bidder Fabricators, Incorporated, Salem, OR
Low Bid \$2,624,136.55

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	Babler Bros., Inc., Portland, OR	\$	2,779,354.00
3rd Bidder:	J. C. Compton Contractor, Inc.,	\$	2,936,730.40
	Mc Minnville, OR		

EXHIBIT A
No. 4 MINUTES OF 11-14-89
Project Fremont Highway-Warner Ski Area Section
Contract 10,819
Type of Work Grading & Paving F. A. No. RS-170(6)
County Lake Highway Warner (ORE 140)
No. of Bidders 3 Low Bidder James W. Fowler Co., Dallas, OR
Low Bid \$ 706,121.75

Engineer's Recommendation: Award to low DBE responsive bidder.

2nd Bidder:	Kerco, Incorporated, Trail, OR	\$	835,845.75
3rd Bidder:	J. C. Compton Contractor, Inc. Mc Minnville, OR	\$	936,186.50

No. 5 Project Centennial Boulevard at 10th Street (Springfield) Section
Contract 10,820
Type of Work Traffic Signals F. A. No. M-1140(5)
County Lane Highway Centennial Boulevard (City Street)
No. of Bidders 4 Low Bidder Linnco Electric, Inc., Albany, OR
Low Bid \$ 69,493.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA and City of Springfield and receipt of deposit by the City.

2nd Bidder:	Cherry City Electric, Inc. dba Hamilton Electric, Inc.	\$	75,107.56
3rd Bidder:	L. R. Brabham, Inc., Springfield, OR	\$	82,438.00

No. 6 Project Stadium Freeway at S. W. 6th Avenue Section
Contract 10,808
Type of Work Grading, Paving, Signing,
Signals & Landscaping F. A. No. IR-405-8(51)300
County Multnomah Highway Stadium Freeway (I405)
No. of Bidders 4 Low Bidder Tri-State Construction, Inc. Bellevue, WA
Low Bid \$ 282,107.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Gelco Construction Co. dba Gradeline Construction Co.	\$	290,468.00
3rd Bidder:	Fabricators, Incorporated, Salem, OR	\$	302,464.50

On October 4, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on September 28, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 1, 4, and 6, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 19 day of October, 1989

Michael P. Hollern
Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 11-14-89

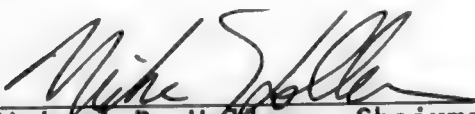
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

- 1) On October 23, 1989, approved the concept for an architectural contract to remodel the Conference Room in the Transportation Building in Salem. The concept approval was for \$7,000 to be invested for the alternatives. At that point, a decision would be made whether to proceed with the contract at a cost not to exceed \$20,000. (Authorized the Director to sign the contract to proceed with the \$7,000 investment.)

Dated this 25 day of October, 1989



Michael P. Hoffern, Chairman
Oregon Transportation Commission

October 24, 1989

EXHIBIT B
MINUTES OF 11-14-89

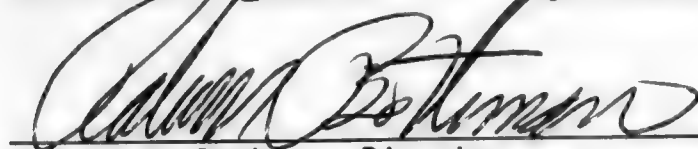
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On September 27, 1989, approved the Building Service Agreement with the Department of General Services, Facilities Management Division, for the 1989-91 biennium. The cost has been projected to be \$27,779 monthly for a total biennial cost of \$666,687.

Dated this 30th day of October, 1989.



Robert N. Bothman, Director

October 26, 1989

EXHIBIT C
MINUTES OF 11-14-89

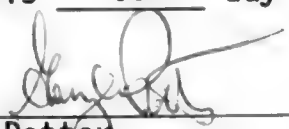
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On September 15, 1989, signed a personal service contract with Hanns Associates for architectural and engineering services for remodeling the North Mall property at 796 Winter Street NE into a day care center. Work shall be completed no later than December 31, 1990, at a cost not to exceed \$3,000. (Approved by Transportation Commission August 15, 1989.)
- 2) On September 28, 1989, approved a personal service contract with Ruth Johnson for three Public Contact Skills Workshops during the period February 27 to May 31, 1990, at a cost not to exceed \$3,525.
- 3) On October 13, 1989, approved an intergovernmental agreement with Chemeketa Community College for conducting two Basic Math Workshops covering the period November 16 to December 19, 1989, at a cost not to exceed \$1,000. (Judy Gregory approved for Deputy Director.)
- 4) On October 19, 1989, approved an intergovernmental agreement with Chemeketa Community College for a Technical Report Writing class to be held January 30-31, 1990, at a cost not to exceed \$950.
- 5) On October 19, 1989, approved an intergovernmental agreement with Chemeketa Community College for two interviewing workshops covering the period November 20 to December 13, 1989, at a cost not to exceed \$1,550.

Dated this 30th day of October, 1989



Gary A. Potter
Deputy Director

October 25, 1989

EXHIBIT D
MINUTES OF 11-14-89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On August 25, 1989, approved an agreement between the Highway Division, Western Radio Services Company, and the Oregon State Police regarding the use of shared radio equipment and facilities in Burns and Bend at no cost to the Division. (William Anhorn approved for State Highway Engineer.)
- 2) On September 13, 1989, approved a personal service contract with Century West Engineering Corporation for emergency regulatory guidance for removal of three underground storage tanks at the intersection of the Scholls Highway and Hall Boulevard at a cost not to exceed \$4,000.
- 3) On September 18, 1989, approved a personal service contract with Gossard-Pyron Associates for Team Building Training in Regions 1 & 4 covering the period September 18, 1989, to June 30, 1990, at a cost not to exceed \$4,094. (Approved by William Anhorn for State Highway Engineer.)
- 4) On September 19, 1989, approved an intergovernmental agreement with Chemeketa Community College for a course entitled "Practical Highway Bridge Inspection" on October 16-20, 1989, at a cost not to exceed \$4,500. (William Anhorn approved for State Highway Engineer.)
- 5) On September 19, 1989, approved an agreement with the Federal Highway Administration to continue matching Federal-aid highway funds in accordance with Clause B, Section 120(a) of Title 23, USC. This agreement covers the period July 1, 1989 through the life of the Surface Transportation and Uniform Relocation Assistance Act of 1987. (Duane Christensen approved for State Highway Engineer.)

EXHIBIT D
MINUTES OF 11-14-89

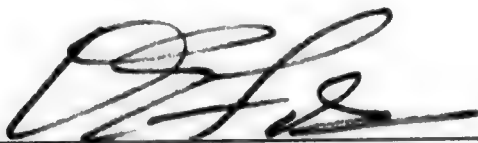
- 6) On September 21, 1989, approved a supplement to a contract with Tri-Met for traction skid testing. This supplement extends the completion date to December 31, 1989. (Supplement approved by William Anhorn for State Highway Engineer.)
- 7) On September 21, 1989, approved an agreement with the US Forest Service for installation of a barbed wire highway right-of-way fence on the Enterprise-Lewiston Highway between M.P. 17.36 - 25.85 in Wallowa County. (William Anhorn approved for State Highway Engineer.)
- 8) On September 27, 1989, approved a cooperative snow removal agreement with Willamette Pass Ski Corporation covering snow removal at the winter recreation parking locations at the Willamette Pass ski and recreational resort. (William Anhorn approved for State Highway Engineer.)
- 9) On September 28, 1989, approved a personal service contract with American Contractor Publication for publishing business communication material in a trade publication in connection with the Equal Employment Opportunity/Disadvantaged Business Enterprise program in the amount of \$9,000 effective October 13, 1989, to January 31, 1990.
- 10) On September 28, 1989, signed a personal service contract with Wells Stewart Marshall, III, to provide graphic art support for the project development and public affairs activities in Region 1 through September 30, 1991,*at a cost not to exceed \$30,000. (Approved by Transportation Commission Chairman May 15, 1989.)
- 11) On September 28, 1989, approved an intergovernmental service agreement with Chemeketa Community College for a Work Zone Traffic Control course on October 24, 1989, at a cost not to exceed \$1,650. (William Anhorn approved for State Highway Engineer.)
- 12) On October 2, 1989, approved a personal service contract with Prodata Inc. for designing the Right of Way Section's data system covering the period October 2 to November 1, 1989, at a cost not to exceed \$5,000.

*Date later changed to November 1, 1991.

EXHIBIT D
MINUTES OF 11-14-89

- 13) On October 5, 1989, approved an intergovernmental service agreement with Chemeketa Community College for a Hazardous Materials Awareness course on October 17-19, 1989, at a cost not to exceed \$3,528. (Duane Christensen approved for State Highway Engineer.)
- 14) October 6, 1989, approved an agreement with the Travel Information Council and Storeyco, Inc., pertaining to the Travel Info Centres located in safety rest areas. This agreement is in effect for five years at no cost to the Department.
- 15) On October 6, 1989, signed a personal service contract with American Contractor Center for business assistance to Disadvantaged Business Enterprises in the form of prebid conferences for highway construction projects from October 18, 1989, to January 1, 1990, at a cost not to exceed \$15,000. (Chairman Hollern approved by telephone October 4, 1989.)
- 16) On October 11, 1989, approved an agreement with Douglas County authorizing the State's assistance in testing a traffic signal controller being installed on the Tiller Bridge pursuant to a construction contract between County and Ross Brothers Construction, Inc. dated July 27, 1989.
- 17) On October 17, 1989, approved an agreement with Mueller Development Corp. and Washington County for installation of traffic control signals at the intersection of Pacific Highway West at Fischer Road. (Duane Christensen approved for State Highway Engineer.)

Dated this 31 day of October, 1989



Donald E. Forbes, State Highway Engineer

October 26, 1989

EXHIBIT D
MINUTES OF 11-14-89

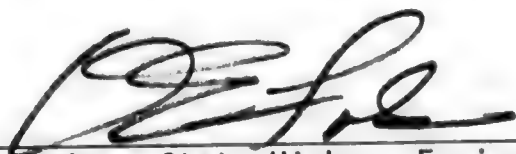
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Stadium Freeway at S.W. 6th Avenue (I-405) in Multnomah County. Bids received September 28, 1989. Contract No. 10,808 awarded on October 11, 1989, to Tri-State Construction, Inc., Portland, at \$282,107.00.
- 2) Work on the Butter Creek Junction-Old Oregon Trail Section of the Lexington-Echo and Hermiston Highways in Morrow and Umatilla Counties. Bids received September 28, 1989. Contract No. 10,816 awarded on October 11, 1989, to Steelman-Duff, Inc., Clarkston, WA, at \$4,139,845.05.
- 3) Work on the Cannon Beach Junction Section of the Oregon Coast Highway in Clatsop County. Bids received September 28, 1989. Contract No. 10,817 awarded on October 11, 1989, to S & L Landscaping, Inc., Tigard, at \$96,682.00.
- 4) Work on the Fremont Highway-Warner Ski Area Section of the Warner Highway in Lake County. Bids received September 28, 1989. Contract No. 10,819 awarded on October 4, 1989, to James W. Fowler Co., Dallas, at \$706,121.75.
- 5) Work on Centennial Boulevard at 10th Street in Springfield, Lane County. Bids received September 28, 1989. Contract No. 10,820 awarded on October 11, 1989, to Linnco Electric Co., Albany, at \$69,493.00.

Dated this 31 day of October, 1989.



Donald E. Forbes, State Highway Engineer

October 26, 1989

EXHIBIT D
MINUTES OF 11-14-89

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>
Max J. Kuney Co. Contract No. 10182 Acceptance Date: October 20, 1989	N.W. Nicolai St.-W. Fremont Multnomah County
Berning Construction Co. Contract No. 10457 Acceptance Date: October 20, 1989	Squaw Cr. & Dixon Cr. (Corvallis) Bridge Benton County
Kiewit Pacific Co. Contract No. 10552 Acceptance Date: October 20, 1989	SCL Medford-Phoenix Jackson County
J. Arlie Bryant, Inc. Contract No. 10711 Acceptance Date: October 19, 1989	Tygh Ridge Rock Production Wasco County
Hamilton Electric, Inc. Contract No. 10748 Acceptance Date: October 19, 1989	Ore. Coast Hwy. @ Neptune Dr. Clatsop County
Morse Bros., Inc. Contract No. 10750 Acceptance Date: October 19, 1989	Coast Range Summit-Jewell Jct. Clatsop County
Douglas Coats Contract No. 10501 Acceptance Date: October 10, 1989	Brown and Pudget Roads Sherman County

Expenditure Recap

	<u>Above Projects</u>	<u>F.Y. to Date</u>
Original Authorization	\$18,352,814.74	\$49,355,907.49
Anticipated Costs	\$18,948,675.13	\$49,931,306.64
Percentage Overrun (Underrun)	+3.2%	+1.2%

APPROVED
William L. Lusk
STATE HIGHWAY ENGINEER
DATE 10/29/89

EXHIBIT E
MINUTES OF 11-14-89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Highway Engineer from the Oregon Transportation Commission, subdelegated to the Traffic Engineer (Subdelegation Order Hwy-13), the following actions were established:

- 1) On August 22, 1989, approved a parking prohibition for trucks on the Oregon-Washington Highway No. 8 from M.P. 30.62 to M.P. 30.77 in the City of Milton-Freewater in Umatilla County.
- 2) On August 22, 1989, approved a parking prohibition on the Oregon Coast Highway No. 9 from M.P. 114.43 to M.P. 114.88 in the City of Lincoln City in Lincoln County.
- 3) On August 24, 1989, approved a parking prohibition on the Lower Columbia River Highway No. 2W from M.P. 47.12 to M.P. 47.14 (North side) in the City of Rainier in Columbia County.
- 4) On August 28, 1989, approved a parking prohibition on the Rogue River Highway No. 60 from M.P. 3.38 to M.P. 3.45 (South side) in Josephine County.
- 5) On September 21, 1989, approved a parking prohibition on the Albany-Corvallis Highway No. 31, from M.P. 2.53 to M.P. 2.60, east side, in Benton County.
- 6) On September 25, 1989, approved a parking prohibition covering certain areas of the Pacific Highway East No. 1E in the City of Aurora, Marion County. Some sections permit parallel parking. (Letter describing specific sections in Parking Prohibition File in Commission Services.)

EXHIBIT E
MINUTES OF 11-14-89

- 7) On September 25, 1989, adopted Speed Zone Order No. 976 establishing a 35 MPH speed zone on the following section of the Oregon Coast Highway No. 9 in the vicinity of Beaver in Tillamook County:

0.41 mi. N of Blaine Rd. (M.P. 79.89) to
0.14 mi. S of Bunn Crk. Rd. (M.P. 80.62).

Except that from M.P. 80.34 to M.P. 80.42 the designated speed shall be 20 MPH when children are present, as per provisions of Subsection 2.c. of ORS 811.105.

Rescinded Speed Zone Resolution No. 425 dated December 18, 1963.

Dated this 31st day of October, 1989



Dwayne Hofstetter, Traffic Engineer

EXHIBIT F
MINUTES OF 11-14-89

DATE: NOVEMBER, 1989

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS:

- 1) CLACKAMAS COUNTY: PARK PLACE-CLACKAMAS C.C. - CASCADE HIGHWAY SOUTH: File 51460C - containing 1.46 acres; \$69,000; Approved 10/25/89.
- 2) DOUGLAS COUNTY: SHADY INTERCHANGE - PACIFIC HIGHWAY: File 21068- containing 16.11 acres; \$40,275; Approved 10/23/89.
- 3) JOSEPHINE COUNTY: RIVER BANKS FARM - ROGUE RIVER LOOP: File 25170- containing 0.55 acre; \$825; Approved 10/23/89.
- 4) LANE COUNTY: GOSHEN - PACIFIC HIGHWAY: Files 17441 & 17442- containing 0.86 acre; \$2,150; Approved 10/26/89.
- 5) LANE COUNTY: JUNCTION CITY-EUGENE - PACIFIC WEST HIGHWAY: Files 2603 & 6105 - containing 10.03 acres; \$34,000; Approved 10/23/89.
- 6) LANE COUNTY: NOTI-VENETA - FLORENCE-EUGENE HIGHWAY: File 53280- containing 1.07 acres; \$2,300; Approved 10/26/89.
- 7) MULTNOMAH COUNTY: N.E. 82ND-SANDY BLVD. - N.E. PORTLAND HIGHWAY: File 44951 - 6,000 square feet; \$18,000; Approved 10/09/89.
- 8) MULTNOMAH COUNTY: WILLAMETTE RIVER/I-205 - COLUMBIA RIVER HIGHWAY: File 51295 - containing 9,040 square feet; \$256,000; Approved 10/19/89.
- 9) UMATILLA COUNTY: MNGMNT. HOME PURCHASE - Location: Rt. 4 - Box 4315, File 6003 003 - a residence containing 2,349 square feet on a .72-acre lot; \$68,000; Approved 10/23/89.

BUILDING REPAIR AND/OR DEMOLITION CONTRACT:

- 10) A contract with Black's Excavating and Hauling for demolition of house and shed located at 2451 N.E. Stephens St., Roseburg OR; R/W File No. 57850; \$1,900; to be completed within 45 calendar days after notice to proceed; Approved 10/25/89.

ADDENDUM TO LEASE:

- 11) HARNEY COUNTY: BURNS BUTTE COMMUNICATION SITE: File 41443 - Addendum to Lease with Division of State Lands to include Pacific Power and Light; dated September 12, 1989.

EXHIBIT F
MINUTES OF 11-14-89

Report of Actions Taken Under Delegated Authority
November, 1989
Page Two

R/W SERVICE AGREEMENTS:

- 12) R/W Service Agreement #365; C. & A. #8493; with COOS COUNTY; HALLS CREEK (ERNIE WATKINS) BRIDGE - HALLS CREEK ROAD (COUNTY ROAD); State agrees to act for Agency in performing those services related to the acquisition of right-of-way for Agency; Approved 10/10/89.
- 13) R/W Service Agreement #366; C. & A. #9998; with DEPARTMENT OF GENERAL SERVICES; MARION COUNTY; FAIRVIEW INDUSTRIAL PARK APPRAISAL REVIEW; R/W Section agrees to perform the appraisal review function for the Dept. of General Services for a 305-acre parcel; Advance deposit \$500; Approved 10/09/89.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:

CLACKAMAS COUNTY:

CLACKAMAS-BORING HWY. @ S.E. 222ND AVE. - CLACKAMAS-BORING HIGHWAY:

57611	Armand & M. Catherine Johnson	\$ 2,600 App.	10/19/89
57612	Lawrence M. & Sylvia L. Rykken	\$ 3,300 App.	10/05/89

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:

57793	Digna C. Baker	\$ 3,500 App.	10/19/89
57794	Donald J. Rousslang (C.P.)	\$ 3,600 App.	10/19/89
	Gayle L. Hayes (Fee)		
57820	Richard F. Robedeau (Fee)	\$ 200 App.	9/26/89
57832	Steven A. & Sally A. Nelson	\$ 4,216 App.	10/23/89
58280	Steven A. Nelson	\$ 5,284 App.	10/23/89

ZIG ZAG-RHODODENDRON - MT. HOOD HIGHWAY:

57713	Stanley & V. Loray Zaputil	\$ 4,000 App.	10/05/89
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CLATSOP COUNTY:

DOOLEY BRIDGE-CANNON BEACH JUNCTION - OREGON COAST HIGHWAY:

58215	Kent H. Price	\$ 150 App.	10/19/89
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DESCHUTES COUNTY:

O'NEIL JUNCTION-REDMOND COUPLET - THE DALLIES-CALIFORNIA HIGHWAY:

57548	Henry D. Hahn	\$ 31,145 App.	10/03/89
57560)	Earl H. & Ethel W. Cordes (Land)	\$ 8,990 App.	10/05/89
57560)	John Deere Leasing Co. (Sign)	\$ 2,760 App.	10/05/89

DOUGLAS COUNTY:

CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:

57486	Donald B. & Linda J. Underhill	\$ 4,675 App.	9/26/89
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EXHIBIT F
MINUTES OF 11-14-89

Report of Actions Taken Under Delegated Authority
November, 1989
Page Three

OPTIONS: DOUGLAS COUNTY: (Continued)

HARVARD AVENUE @ UMPQUA ST. - HARVARD AVENUE (CITY ST.):
58231 Commercial Investments Company \$ 1,450 App. 9/29/89

GRANT COUNTY:

LONG CREEK-FOX - PENDLETON-JOHN DAY HIGHWAY:
58101 Fred D. & Sharon Livingston \$ 45,775 App. 9/11/89

JEFFERSON COUNTY:

CHERRY LANE & HESS ST. - WARM SPRINGS HIGHWAY:
58199 Wilma M. Allum \$ 150 App. 10/02/89

PELTON DAM-RIMROCK RANCH - WARM SPRINGS HIGHWAY:
58248 Jarold W. & Dorothy A. Ramsey \$ 300 App. 9/27/89

JOSEPHINE COUNTY:

S. HIGHLINE CANAL-MURPHY CREEK RD. - JACKSONVILLE HIGHWAY:
58344 Fern H. Henrie \$ 800 App. 10/06/89

KLAMATH COUNTY:

CHILOQUIN AIRPORT:
57882 Brad C. Lefler \$ 9,000 App. 10/29/89

KERN SWAMP ROAD-WEYERHAEUSER ROAD - GREEN SPRINGS HIGHWAY:
57750 Joseph L. & Rebecca A. Huckaba \$ 5,000 App. 8/24/89
57774 Fern Foster \$ 100 App. 10/25/89

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:
55607 Sunset Senior Center Council on Aging \$ 100 App. 10/05/89
55683 John & Joan Lea Egner \$ 100 App. 10/05/89
55684 Surfrider Motel Resort, Inc. \$ 100 App. 10/05/89

LINN COUNTY:

LAKE CREEK-PACIFIC HWY. - CORVALLIS-LEBANON HIGHWAY:
55485 Gordon Chan; Sui Kam Kwong Chan; Wade Chan \$ 29,600 App. 9/26/89
57675 Western Oregon Conference Association \$ 6,450 App. 9/15/89

MALHEUR COUNTY:

OLDS FERRY-N. ONTARIO INTERCHANGE - OLD OREGON TRAIL HIGHWAY:
58659 Turner Bros. Land & Livestock Co. \$ 120 App. 10/05/89

EXHIBIT F
MINUTES OF 11-14-89

Report of Actions Taken Under Delegated Authority
November, 1989
Page Four

MULTNOMAH COUNTY:

TERWILLIGER BLVD. INTERCHANGE - PACIFIC HIGHWAY:
6026 001 Jon M. Shepard

\$ 55,000 App. 10/19/89

WASHINGTON COUNTY:

SCHOLLS @ S.W. HALL BLVD. - SCHOLLS HIGHWAY:
57034 Pacific First Federal

\$ 5,028.93 App. 10/03/89

Dated this 31st day of October, 1989.



Steven Green, Right of Way Manager



EXHIBIT G
MINUTES OF 11-14-89

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305 FAX (503) 378-6447

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On September 7, 1989, approved a Historic Preservation Fund with Klamath County for Survey and inventory, in the amount of \$18,895.

On October 2, 1989, approved a Historic Preservation Fund with Hawthorne Blvd. Business Association, Multnomah County for Survey and inventory and nominations, (contract billings time extension).

On October 6, 1989 approved a general funds with Oregon Historical Society, Multnomah County for Parks administration expenses on Oregon Trail Advisory Council and Oregon Lewis & Clark Trail advisory Committee, in the amount of \$11,694.

On October 6, 1989 approved Bureau of Land Management Prineville District's request for the development of a recreational site within the John Day River Scenic waterway in Wheeler County.

On October 9, 1989, approved a Historic Preservation fund with Douglas County Planning for certified local government, in the amount of \$8,938.

On October 9, 1989 approved an agreement with the Executive Department for employee assistance program contracting power, in the amount of \$10,176 (\$12.00 per FTE per year).

On October 17, 1989, approved Leland A. Huff of Wild River Owners Association's request to remove dead and dying beetle infested trees on common land at Wild River within the Deschutes River Scenic Waterway in Deschutes County.

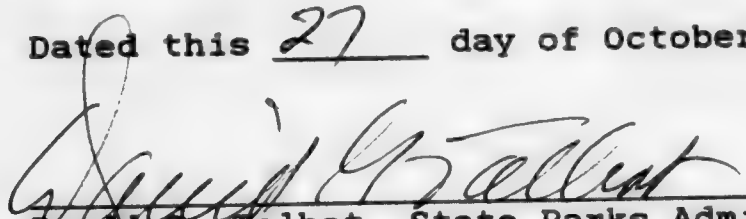
EXHIBIT 6
MINUTES OF 11-14-89

On October 17, 1989 approved Powers Ranger District of the USFS's request for the timber harvest within the Elk River Scenic Waterway in Curry County. (Copper Iron Timber Sale and Father Oak Timber Sale)

On October 17, 1989 approved Larry and Michelle Fallert's request to conduct site preparation within the Illinois River Scenic Waterway in Curry County.

On September 26, 1989 approved a concession addendum agreement allowing winter use of the concession facility.

Dated this 27 day of October, 1989



David G. Talbot, State Parks Administrator

DGT/mh


EXHIBIT H
MINUTES OF 11-14-89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On September 21, 1989, approved an interagency service agreement with Oregon State University, Survey Research Center, to conduct a survey of public satisfaction with DMV field offices. The agreement covers the period September 28, 1989 to October 13, 1989 at a cost of \$ 3,542.00.
- 2) On September 27, 1989, approved a personal service contract with Mackenzie/Saito Associates, PC to develop construction detail for an interior wall at the Sutherlin DMV Field Office. The contract covers the period September 28, 1989 to October 13, 1989 at a cost of \$ 200.00.
- 3) On October 3, 1989, approved a personal service contract with Aalto Furniture Design to design a prototype system for mounting telephones on DMV field office work stations. The contract covers the period October 9, 1989 to December 31, 1989 at a cost of \$ 300.00.

Dated this 9th day of October, 1989



David P. Moomaw, Administrator
Motor Vehicles Division

EXHIBIT I
MINUTES OF 11-14-89

October 9, 1989

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority


Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On October 9, 1989, \$6,323,952.87 was distributed to the counties as their share of motor vehicle revenues for the month of September, 1989.

On October 9, 1989, \$3,970,603.38 was distributed to the cities for the month of September, 1989.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of October, 1989


Douglass R. Goldbach, Controller
Highway Division

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

WORKSHOP
DINNER MEETING
DECEMBER 18, 1989

AND

AGENDA REVIEW
FORMAL MEETING
DECEMBER 19, 1989

At 4 p.m., on December 18, 1989, a workshop was held in Room 122 of the Transportation Building in Salem to discuss the Six-Year Highway Improvement Program. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
John Elliott, Public Affairs Director
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
James Gix, Region 3 Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Forbes said the purpose of the workshop was for the Commission to discuss the Draft Preliminary 1991-1996 Six-Year Highway Improvement Program. (A copy of this Program had been mailed to the Commission on December 8, 1989, and a copy is in Commission's files, Salem.) He said this Draft Program had been prepared after receiving the Region Engineer's input.

Joe Speight of the Program Section said the Program had been prepared using the following Highway Plan targets:

Maintenance level at 85% of the needs,
Operations level at 60% of the needs, and
Preservation level at 90%, fair or better.

Mr. Speight said the Highway Plan suggested targets in the allocation of the funds in the Program as 33% to preservation, 9% to operation, and 58% modernization. He commented that the Preliminary Program had been prepared using 33% to preservation, 6% to operations, and 61% to modernization.

Mr. Speight outlined the size of the Preliminary Program as \$1,125 million for the Construction Section and \$1,033 million for the Development Section. He also outlined the dollars that had been allocated to preliminary engineering and right of way.

Mr. Speight recommended the following changes to the Draft Version of the Program:

- 1) Identify Interstate 4R Preservation Projects.

(Continued on next page.)

- 2) Identify the first three years of Federal-Aid Preservation Projects.
- 3) Show State Preservation Program in Region allocations instead of statewide allocations.
- 4) Add Sunset Light Rail, Phase 1, for construction in 1994. Funding could be dealt with in the next update. Right of way is to be programmed for completion in 1994.
- 5) Western Bypass will show in both the Development and Reconnaissance Sections with footnotes.

Mr. Speight identified five issues that need Commission direction:

- 1) Portland fund level including Access Oregon Highways and Light Rail Transit possible funding.
- 2) Eugene expectations.
- 3) Oregon Coast Highway program.
- 4) Several Interstate projects are dependent upon 4R Discretionary Funding.
- 5) Access management on Access Oregon Highways routes.

Mr. Speight discussed each one of the issues as follows:

Portland Area Funding Shortfall:

- | | |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <ol style="list-style-type: none"> 1) West Side Light Rail Transit Project 2) Western Bypass | <p>\$30 - \$40 million for right of way and construction</p> |
|----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|

Eugene Area Program:

- 1) \$28,541,000 has been allocated in the Construction Portion, and \$43,254,000 has been allocated in the Development Section.

Oregon Coast Highway Projects:

- 1) \$32 million has been allocated in the Construction Portion.
- 2) \$63 million has been allocated for the Development Section.

(Continued on next page.)

I-4R Discretionary Projects:

1991 Southbound Santiam River Bridge	\$13 million
1993 NE 181st Avenue-NE 223rd Avenue	27 million
1994 Silverton Road-State Street	40 million

Access Management On Access Oregon Highways Routes:

The question that needs to be resolved is: Should funding be set aside in the Program for access management?

Mr. Speight then outlined the allocations per region in the Development Section.

Region 1	\$ 564 million
Region 2	248 million
Region 3	93 million
Region 4	74 million
Region 5	54 million
Total	<u>\$1,033 million</u>

Mr. Speight identified eight major projects in the Development Section of the Program:

1) Western Bypass	\$120 million
2) Sunrise Corridor	145 million
3) 223rd-Troutdale	30 million
4) I-5 at Hwy. 217/Kruse Way	28 million
5) Greeley Ramps - N. Banfield, Phase 1	25 million
6) Salem Bypass	88 million
7) Beltline Highway (Eugene)	31 million
8) Modoc Point-Algoma (Klamath Falls)	38 million
Total	<u>\$505 million</u>

Mr. Speight said there is also a public meeting schedule listed in the Commission's handout for their commitment on attendance at the meetings.

The Commission agreed that the approval of the projects in the program was conditional upon the projects being in the local comprehensive plan. The Commission also agreed that the "Message From The Commission" contained in the Program Narrative was appropriate with a minor grammatical revision in the first sentence.

Vice Chairman Whitty expressed concern if the funding was allocated evenly among the various regions of the State. Following considerable discussion by the Commission and staff of this equity issue, additional information was requested.

There was discussion concerning bonding, light rail transit, and overprogramming. It was the consensus that the Sunset Transitway Project (highway project) be funded. The amount suggested was \$30 million. It appeared that overprogramming in the amount of \$60 to \$100 million would be appropriate. Following discussions by Mr. Gix, it was the consensus to fund an additional project in Eugene and Medford and possibly on Highway 38.

Concerning the Oregon Coast Highway projects, it was decided to continue the planning effort and the pursuing of Federal Funds.

There was discussion concerning the I-4R Discretionary Projects. If Discretionary Funds were received, the Commission agreed to using those funds for the Southbound Santiam River Bridge in Linn County, the NE 181st Avenue-NE 223rd Avenue Project in Multnomah County, and the Silverton Road-State Street Project in Salem.

On the question if funding of right-of-way access control on the Access Oregon Highways Routes should be addressed, Chairman Hollern suggested allocating one percent to get the program initiated. It was estimated this would provide about \$3 1/2 million over a six-year period.

There was discussion concerning the allocation of funds in the Development Section to the various Regions, especially Region 3.

Chairman Hollern suggested the following: another \$100 million be added in the Construction Section; a paragraph be added about overprogramming; \$30 to \$40 million be allocated for the Sunset Transitway Project; and reconsideration be given to other areas of the State in which the funds may not be equitably distributed. He also requested a presentation in January on the equity issue considering historical data, population, vehicle miles, ton miles, registered vehicles, needs, and tax revenue by region.

Vice Chairman Whitty said there could be merit in having the Commission attend the Six-Year Program Update meetings outside of their geographic regions.

Commissioner Bolender suggested a better printing quality for the Six-Year Program document.

The workshop adjourned at 5:35 p.m.

At 7 p.m., December 18, 1989, the Transportation Commission held a dinner meeting with the Oregon State Police at the Colonial House Restaurant, 5005 Commercial Street, S.E., Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
John Elliott, Public Affairs Director
Carol Mitchell, Public Affairs
Judy Gregory, Manager of Personnel
David P. Moomaw, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Paul Burket, Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Roland Casad, Manager of Policy and Finance
Dale Wilken, Division Administrator, Federal Highway
Administration
Gary Van Horn, Executive Department
Dan Kennedy, Executive Department
Superintendent Emil Brandaw, State Police
Major G. J. Russell, State Police
Fran Neavoll, Commission Services

Mr. Potter said the purpose of the meeting was for an informal discussion on highway safety and patrols and funding of increased patrol activity on the State's highways.

Bill Anhorn, who chaired a Task Force on Safety, presented the 1989-1990 ODOT Traffic Safety Program. (Copy of document in Commission's files, Salem.) He said the Traffic Safety Task Force consisted of Gil Bellamy, Traffic Safety Commission; Emil Brandaw, State Police; Dave Astle, Public Utility Commissioner's Office; Dale Wilken, Federal Highway Administration; Dave Moomaw, Dave White, Carol Mitchell, Dwayne Hofstetter, and himself of the Department of Transportation.

Mr. Anhorn explained the programs as regulatory, records, education, and public information.

Mr. Anhorn discussed the following five areas that the Task Force felt should have greater emphasis:

- 1) **Drug-free Workplace:** He mentioned the Department supports the concept of a drug-free workplace and has started pilot programs in Portland and Eugene to give pre-employment drug testing for the maintenance workers in that area. At the end of 1 1/2 years, recommendations will be developed.
- 2) **New Vehicle Technology:** He said the Department will experiment with new products such as ice detector/indicators, special guide posts that deter deer from crossing the highway in front of traffic, anti-skid brakes on pickups, head restraints, and shoulder harnesses in trucks. He said the Division will publicize the results of the evaluations of these vehicle and equipment safety innovations.
- 3) **Highway Safety Corridor:** This program will be directed at two high accident sections on Highway 97 from Bend to Klamath Falls and on the Crater Lake Highway from Medford to White City. A detailed accident analysis will be performed to determine the improvements needed.
- 4) **Teenage and Older Drivers:** He said the Department will look at the results of the provisional driver licensing program and it may be necessary that further restrictions be recommended concerning younger drivers. The Department will begin compiling information and data about the specific concerns, problems, and needs surrounding older drivers. This material will be used to develop and evaluate regulatory, operational, educational, and public information programs directed at older driver issues. He said this may include legislative and budget proposals for the next biennium.
- 5) **Increased Enforcement:** He said the Task Force feels the number of traffic officers patrolling the highways should be increased.

He referred to a handout entitled: "Driver Error Summary". He discussed the two types of errors as follows:

- 1) **Combination of excessive speed/driving too fast for conditions:** An average for the last five years is 19% of all accidents and 60% of fatal accidents.

(Continued on next page.)

- 2) Alcohol consumption: 20% of all accidents and 48% of fatal accidents.

Mr. Anhorn said the Department would support legislation to increase the number of traffic officers patrolling the highways.

Chairman Hollern and Superintendent Brandaw discussed the problems involving traffic safety.

Mr. Anhorn said there is a need for a coalition from the private sector, the Traffic Safety Commission, and the Department to discuss the concern of enforcement.

Chairman Hollern suggested that the Task Force review the State Police funding issue and come up with a consolidated recommendation. Superintendent Brandaw suggested having someone from the Executive Department as a part of the Task Force.

Chairman Hollern encouraged Mr. Bothman and Superintendent Brandaw to work together for a unified agreement by the end of 1990. Superintendent Brandaw agreed to work with the Department on this issue.

Chairman Hollern congratulated Gary Potter, who is leaving the Department, and Paul Burket, who is retiring after 17 years of service.

The dinner meeting adjourned at 8:50 p.m.

At 8 a.m., December 19, 1989, the Commission met in 135 Transportation Building, Salem, to review the agenda for the formal meeting. (Notice of the review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
John Elliott, Public Affairs Director
Donald E. Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Don Adams, Region 1 Engineer
Judy Petersen, Manager, Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer from The Oregonian.

The Commission set January 9, 1990, as their workshop date to review the Six-Year Highway Improvement Program. It will start with a noon luncheon and after lunch, a presentation will be made on the allocation of highway funds in the Program to each of the five regions.

Mr. Bothman briefly discussed the Commission meetings in Clackamas County scheduled for January 22 and 23, 1990.

The Commission set February 19 for their dinner meeting with the State Parks Commission. The formal meeting will be held on February 20, 1990.

As a result of the dinner meeting held with the State Police, Mr. Bothman said he would meet with the Traffic Safety Task Force and someone from the Executive Department, possibly Fred Miller, to discuss the funding issue. He also mentioned the possibility of including Senator Jane Cease and Representative Jim Whitty.

Mr. Bothman discussed the Emergency Board request to increase the limitation authority for the development of the Lawnfield Maintenance Station in Milwaukie. He said the Commission appeared to be in favor of the project but formal approval is needed. He mentioned this project will have a return on investment and he recommended that the savings go back into the budget. Mr. Forbes indicated that he would like the potential savings used for the traffic management system project in Portland and to maintain the maintenance level at the 85 percent commitment. He said he has been advised that the maintenance level is at 80 percent. There was discussion concerning retaining or reducing eight positions. Chairman Hollern suggested coming back to the Commission with a recommendation for the savings. (See formal meeting minutes.)

Mr. Bothman said the Highway Division has not maintained their equipment as the funds were used for preservation and overlays. He mentioned the Secretary of State in their performance audit report outlined ways to more efficiently own and maintain equipment. As a result of their report, he said there will be an Emergency Board request to increase the maintenance program budget by \$5 million. Chairman Hollern said he felt there should be a five-to-ten-year equipment replacement. He suggested contacting some user groups in the private sector for information. Commissioner Bolender said his company could give the State their criteria for fleet replacement. Mr. Bothman said if the Secretary of State's assumptions are correct and there is a savings, it should be identified. He felt the savings could go back to the overlay program. (See formal meeting minutes.)

Mr. Bothman said on the formal agenda will be a request to appear before the Emergency Board for an expenditure limitation increase in Central Services Division of about \$5 million to implement improvements in the TEAMS System and to fund the data processing charges resulting from a larger number of transactions than were anticipated in the 1988-1989 budget. (See formal meeting minutes for approval.)

Mr. Bothman said there will be a request to appear before the Emergency Board to add maintenance facilities to the statewide capital construction budget in the amount of \$3.2 million. (See formal meeting minutes for approval.)

Mr. Adams reported that he will be giving an update on the I-5 Merchants Construction Association's request to delay the Swift/Delta Interchange Project. He said he will address their concerns expressed at the Commission meeting in November.

Mr. Forbes said the Workers Compensation issue had been resolved on the J.J. Welcome Construction Contract No. 10,821 for work on the Long Creek-Fox Section of the Pendleton-John Day Highway in Grant County. This issue had been brought to the attention of Chairman Hollern by Representative Robert Shiprack.

Mr. Forbes said he will be asking for the Commission's approval of an item that is not listed on the agenda granting him authority to enter into agreements with local governments to assist with the maintenance of locally-owned covered bridges.

Mr. Potter said at the formal meeting Harold Lasley will be recommending two appointments to the Emerging Small Business Committee.

The agenda review adjourned at 8:55 a.m.

On December 19, 1989, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Gary Potter, Deputy Director of Transportation
John Elliott, Director of Public Affairs
David P. Moomaw, Administrator of Motor Vehicles
Division
David Talbot, Administrator of Parks and Recreation
Division
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Don Adams, Region 1 Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer of The Oregonian.

(For the record, Commissioner Roger Breezley was confirmed by the Senate on December 14, 1989, and may now vote on transportation matters.)

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the following meetings:
 - A) Silver Falls Workshop on November 6, 1989
 - B) Meetings of November 13 and 14, 1989
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. ("Real Property Condemnation Resolution No. 2817" in Commission files, Salem.)
- 3) Repealed OAR 731-02-000 through OAR 731-02-090 relating to the administration of the Disadvantaged Business Certification Program, which has now been transferred to the Executive Department under authority of ORS 200.005 - 200.085. The proposed repeal was published in the Secretary of State's Administrative Rule Bulletin on January 1, 1989, and no interest was expressed orally or in writing against the repeal of the rule.
- 4) Survey map and adopted resolution covering the Salmon River Highway at Three Rivers Highway in Polk County. ("Highway Corridor and Design Resolution No. 491" in Commission's files, Salem.)
- 5) Request of Robert C. Crum for a height exception and vegetation removal within the Upper Deschutes River Scenic Waterway in Deschutes County, subject to the following stipulations:
 - a) All City of Bend Planning Department requirements shall be satisfied.
 - b) All City of Bend sanitation requirements shall be satisfied.
 - c) All vegetation (3" diameter or larger) on the land between the structure and the river shall be maintained except those specified for removal on the building plans.
 - d) Construction shall begin within one year and the exterior shall be completed within six months after it has commenced.
 - e) The Division shall be notified when construction begins and when the exterior has been completed.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission
Vice Chairman of Commission
Deputy Director of Transportation
State Highway Engineer
Traffic Engineer
Right of Way Manager
Parks Administrator
Motor Vehicles Administrator
Assistant Attorney General
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I
Exhibit J

The Commission set January 9, 1990, as the date for their workshop to discuss the Six-Year Highway Improvement Program. The workshop will be held in the Conference Room beginning at noon. The topic of discussion will be whether highway funds are being equitably distributed in the Program among the five highway regions in the State.

The Commission confirmed their next meeting dates of January 22 (dinner) and January 23, 1990 (formal) in Oregon City. Mr. Bothman gave a brief tentative schedule of the Commission's activities on their trip to Clackamas County.

The Commission set tentative dates for their following meetings as February 19 and 20, 1990. The dinner meeting on February 19 will be with the new State Parks Commission.

Mr. Bothman recommended approving the use of Immediate Opportunity Funds for constructing an access road to a cargo loading facility operated by the Port of St. Helens in Columbia County. He said this will be part of a large funding package involving the Port of St. Helens and the Oregon Economic Development Department to make the necessary road improvements. He explained the access road construction will allow the Port to improve its cargo loading facilities, which in turn will allow two major shippers to expand nationwide transport operations. He said the overall project is expected to provide over 25 family wage jobs and this project has been recommended by the Economic Development Department. The estimated amount of Immediate Opportunity Funds needed is \$60,250, plus a \$10,000 contingency, only to be used if required. Commissioner Bolender moved for approval of the request and the motion carried unanimously by the Commission. The Commission also authorized the Director to sign the necessary agreement.

Mr. Bothman said two awards had been received from the State Management Association as follows:

- 1) The Highway Division won in the best public-private partnership category for its work on the "Give 'Em A Brake" program.

(Continued on next page.)

- 2) The Motor Vehicles Division won for the best customer service agency.

Chairman Hollern expressed the Commission's congratulations to both of the winners.

Mr. Bothman recognized the following staff, who are leaving the agency January 1, 1990, for their outstanding service and contribution during their careers:

- 1) Gary Potter has accepted the position as Deputy Administrator of the Employment Division.
- 2) Paul Burket retires as Aeronautics Administrator.
- 3) Dave Talbot will be leaving since the Parks Division has formed a separate agency.

Mr. Bothman reported that Judy Gregory has been named Interim Deputy Director and Joe Holden has been named Interim Aeronautics Division Administrator.

Mr. Bothman said the Department has launched a national search for a new Aeronautics Division Administrator, which is expected to be named by mid-March. He said the Aviation Advisory Committee is very active in the recruitment and in the selection of the Administrator.

Ed Immel, Rail Planner, reported that the Federal Local Rail Service Assistance Program had received funding in this session of Congress. He said the Department intends to make application for these funds. Based on Mr. Immel's recommendation, Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission approving the following items:

- 1) Approved a supplement to the 1986 Update of the Oregon Rail Plan. (Copy in Commission's files, Salem.)
- 2) Apply for and expend funds from the Federal Railroad Administration for the following:
 - a) For the Department an entitlement grant of \$100,000, with a total expenditure of \$142,857 for rail planning activities.
 - b) For the Port of Tillamook Bay Railroad, a discretionary grant of \$698,569, with a total expenditure of \$997,956 to purchase and install 5.5 miles of rail, 6.5 miles of ties, and 4,900 yards of ballast.
 - c) For Lake County Railroad, a discretionary grant of \$486,776, with a total expenditure of \$695,395 to purchase and install 12 miles of ties and ballast.

(Continued on next page.)

- 3) Authorized the Department to appear before the Emergency Board to request an increase in the budget limitation for the Local Rail Service Assistance Program and for the Director to sign related grant agreements and contracts with the Federal Railroad Administration and the railroads.

The nonfederal match for the grants will come from the Oregon Public Utility Commission for the planning grant and from railroad revenues for the discretionary project grants.

Virlena Crosley of the Policy and Finance Section requested approval for the Department to appear before the Emergency Board for an expenditure limitation increase in the Central Services Division of about \$5 million to implement improvements in the TEAMS Accounting System and to fund additional data processing charges resulting from a larger number of transactions than were anticipated in the 1989-1991 budget. She said this increase will also require an appearance before the Joint Legislative Committee on Data Processing. She handed the Commission written documentation concerning this request. (Copy in Commission's files, Salem.) Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission. The Commission also authorized the Director to sign the necessary contracts concerning the TEAMS System enhancements.

Mrs. Crosley requested approval for the Department to appear before the Emergency Board for a budget expenditure limitation increase of \$10,202,015 for the 1987-89 biennium in the Highway Division Construction Program. She said this increase resulted from expenditures that were posted to the 1989-91 biennium in error. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

Mrs. Crosley requested authority for the Department to appear before the Emergency Board to transfer positions among the Central Services, Highway, and the Motor Vehicles Divisions. She said these position transfers were part of the budget presentations but awaited plans for the reorganizations to be completed. (See written documentation in Commission's files, Salem, entitled "E-Board position transfers".) Commissioner Bolender moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Harold Lasley, Civil Rights Manager, recalled that the Commission had appointed members to the Emerging Small Business Committee. He said at that time, there was one remaining appointment to be made. He is now recommending James Cason as a member. He mentioned that Doug Hutchinson, whom the Commission had previously appointed, has resigned from the Committee due to personal commitments. To replace Mr. Hutchinson, he recommended Willie Ray. Commissioner Ford moved for approval of the appointments. The motion carried unanimously by the Commission.

Dinah Van Der Hyde of the Public Transit Division reported that passage of House Bill 3209A by the 1989 Legislature had impacted the Special Transportation Fund for Elderly and Disabled Transportation Program. She explained the effect of the new legislation on the existing formula program as follows:

- 1) Provide for additional cigarette tax revenues to be made available.
- 2) Add an administrative allotment (proposed at \$2,000) for each governing body.
- 3) Mandate a minimum allocation (proposed at \$15,000).
- 4) Set a condition that new monies not be used to supplant existing resources.

Ms. Van Der Hyde said in order to make the additional tax receipts available and to implement the new provisions in a timely fashion a temporary administrative rule has been prepared. She recommended adoption of the temporary rule. Vice Chairman Whitty moved for adoption of the rule. The motion carried unanimously by the Commission adopting Public Transit Rule No. 1B which is an amendment to OAR 732-05-000 through OAR 732-05-085. (The temporary rule was filed with the Secretary of State on December 29, 1989, and effective that date. The rule will be published in the Secretary of State's Administrative Rule Bulletin on January 15, 1990.)

Ms. Van Der Hyde updated the Commission on a proposed permanent rule for the new Special Transportation Fund Discretionary Program as follows:

- 1) The new law added a discretionary account of about \$1.2 million annually. The funds are to be awarded from this account as grants for transportation opportunities for the elderly and disabled.
- 2) Administrative rulemaking process that will include the additions to the existing formula program and add language describing the Discretionary Program will culminate in a permanent rule by June 1990.
- 3) The Public Transit Division has prepared a questionnaire to survey the Special Transportation Fund providers for suggested concepts and parameters for the new Discretionary Program.
- 4) Using the survey results, materials were developed for a series of five public workshops.
- 5) The Division will publish a summary of the workshop participation and a discussion draft of proposed permanent rules for review.
- 6) The public comments received on the draft will be considered and the final draft of rules will be presented at a formal public hearing anticipated in February 1990.

Mr. Burket said it has been a pleasure to serve as Administrator of the Aeronautics Division. He said he has many cherished memories of his work with the Commission and the Director.

Mr. Burket requested approval of the following items:

- 1) Consultant/engineering contract in an amount of approximately \$140,000 for the design and supervision of construction on a Federally-funded improvement project at the Aurora State Airport. He also requested authority for the Administrator to execute the contract and any associated documents necessary for the completion of the project.
- 2) Amendment to a consulting/engineering contract increasing the previously approved contract limit from \$85,000 to approximately \$97,000 for the design and supervision of construction of Phase I and II on a Federally-funded improvement project at the Wasco State Airport. He also requested authority to sign the amendment and any other associated documents on behalf of the Commission.
- 3) Permission to appear before the January Emergency Board to establish a Regional Master Plan for non-State owned (municipal) airports (item from page 2 of the budget notes House Bill 5041). This will involve an increase of \$225,000 Federal Funds (from \$157,500 to \$382,500) and \$22,500 other funds to complete five master plans at The Dalles, Hood River, Ashland, Grants Pass, and Illinois Valley Airports. The \$22,500 (Other Funds) required for these projects will be made up of cash received from each community. He also requested the addition of a limited duration position, if needed.
- 4) Reappointment of Mark K. Mulder, Sheridan W. Atkinson and Ernst F. Sturm to the Aviation Advisory Committee for a four-year term effective January 1, 1990. Term expires December 31, 1993.

Commissioner Bolender moved for approval of the items as requested by Mr. Burket. The motion carried unanimously by the Commission.

Pete Bond of the Parks Division requested amending an administrative rule which would ban motor vehicle traffic on the ocean beach at Tierra Del Mar in Tillamook County on holidays and weekends from October 1 to April 30. He said a hearing had been held last summer on a petition request from beachfront property owners to close the beach year-round. The area is currently open to motorized traffic from October 1 to April 30 and closed in the summer. He said, based on the evaluation of the public testimony, the holiday and weekend closures are recommended instead of a full closure. The proposed rule was published in the Secretary of State's Administrative Rule Bulletin and no requests were received for a public hearing. Vice Chairman Whitty moved for approval of the amendment. The motion carried unanimously by the Commission adopting Ocean Shore Rule No. 11G; a copy in Commission's files, Salem. The rule will be filed with the Secretary of State on December 22, 1989, and effective that date. The rule will also be published in the Secretary of State's Administrative Rules Bulletin on January 15, 1990.

Mr. Talbot reported that the Governor has appointed the State Parks Commission. Five of the seven members have been confirmed and the other two will be considered for Senate confirmation in January.

Mr. Talbot said his relationship with the Department of Transportation and especially the Highway Division has been very successful. He said the Divisions have learned from each other and it has been a happy relationship. He said after January 1, 1990, the Parks Department will continue to use some services of the Department of Transportation.

Linda Lopez of the Parks Division gave a report on the volunteer programs at State Parks. She told the Commission of some of the projects involved by the volunteers. She said there are over 300 park hosts donating 112,309 hours of service greeting the public, working in gift stores, conducting tours, and explaining rules, etc. She mentioned there are nine State Parks' cooperatives or friends groups. She said these non-profit organizations are formed to help interpret park resources and educate the public about specific State Parks. She said, in addition, thousands of hours of service are regularly donated by special interest groups. She handed the Commission a fact sheet of the volunteer programs from January through October 1989. (Copy in Commission's files, Salem.)

Mr. Talbot requested the Commission's approval to spend \$25,000 of lottery fund revenue available for covered bridge rehabilitation. He explained that this would allow Parks to partially reimburse a volunteer group the cost of relocating Linn County's Weddle Covered Bridge. He said the bridge was moved from its original site and is being re-erected in Sweet Home by the Cascade Forest Resource Center. Commissioner Ford moved for approval and the motion carried unanimously by the Commission.

Chairman Hollern thanked Mr. Talbot for his years of service to the Department and wished him good luck in his new State Parks Department.

As a result of the workshop, the Commission delayed action on the Preliminary 1991-1996 Six-Year Highway Improvement Program until they have had time to review the equity issue in January.

Mr. Forbes requested authority to appear before the January Emergency Board for the following changes to the 1989-91 Highway Division budget and to sign the necessary contract documents, pending Emergency Board approval:

- 1) Increase the 1989-91 Maintenance Program budget limitation by \$5 million. Sufficient uncommitted Highway Division funds are available in the ending balance to cover this request. The Secretary of State in the Performance Audit Report outlined ways to more efficiently own and maintain highway equipment. Based on that recommendation, the equipment replacement procedures were revised, purchase schedules and amounts were re-estimated, and budgetary needs recalculated. He said by adopting these changes an annual savings of at least \$3.8 million is possible.

(Continued on next page.)

- 2) Add maintenance facilities to the statewide capital construction budget in the amount of \$4.2 million. The Division budgeted these funds to build new maintenance facilities during the 1989-91 biennium. The capital improvements were not included in the State's approved capital construction budget.
- 3) Increase the limitation authority by \$4.6 million for the development of the Lawnfield Maintenance Station in Milwaukie. This will bring the total amount needed to fund the project to \$6.6 million. He said in July the Commission visited the Lawnfield facility and at that time the Commission indicated agreement to proceed. He said he is now asking for their formal approval of the project.

Commissioner Bolender moved for approval of the request as presented. The motion carried unanimously by the Commission. Chairman Hollern said on the Lawnfield Maintenance Station there is a return on investment on that project. He said the Commission is deferring the question of what happens to the savings in making this investment. The Emergency Board will be asked to approve it based on the idea that this is a high return investment project. He said the decision on whether the funds will be used for more service, or overlays, or some other project, is being deferred until the next budget discussions.

Mr. Forbes requested authority to enter into an agreement with the Federal Highway Administration for operation of the Technology Transfer Center from January 1, 1990, through December 31, 1990. He said the Center is partially funded by the National Highway Institute's Rural Technical Assistance Program. The Center's 1990 work plan and budget proposal requests \$82,125 in rural technical assistance program funds. This amount will be matched by funds from Oregon's counties and cities through agreements with the Association of Oregon Counties and the League of Oregon Cities. He requested approval to enter into an agreement with the Federal Highway Administration for \$82,125 and authority to sign the necessary agreements for this project. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

Mr. Forbes recommended appointments of Melvin Luckie, Norval Arbogast, and Robert Leach to the All Terrain Vehicle-Account Allocation Committee. He also recommended reappointment of Arnold Ryland and Veral Tarno. Vice Chairman Whitty moved for the appointments and reappointments. The motion carried unanimously by the Commission.

Mr. Forbes requested approval of an agreement with the Oregon All Terrain Vehicle Association to aid in the administration of the All Terrain Vehicle Program at a cost not to exceed \$50,400. He said the services outlined in the agreement will be paid by All Terrain Vehicle Funds and the Division does not have the expertise in recreational management areas or the personnel to fully administer the program. He said the Association will perform the field role in administering the

program and the Highway Division will continue to provide office administration and management support. Vice Chairman Whitty moved for approval of the agreement. The motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the agreement on their behalf.

Mr. Forbes requested approval of Bikeway Program Local Assistance Projects for funding in State Fiscal Year 1991 to the Six-Year Highway Improvement Program. He explained the projects are funded under the requirement that one percent of highway funds be dedicated to bikeways. Commissioner Ford moved for approval of the following projects. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements on their behalf.

<u>PROJECT</u>	<u>APPLICANT</u>	<u>EST. COST</u>
Bikeway Master Plan	Clatsop County	\$15,000
Bikeway Master Plan	Coos County	\$ 6,900
Bikeway Master Plan	Cities of Coos Bay and North Bend	\$10,000
Garden Way to I-5 Harlow Road Bikeway	City of Eugene	\$50,000
Bike Lanes, Various Streets	City of Florence	\$14,400
Bikeway Master Plan Coast Highway-Park Ave. North 8th Street	Hood River County	\$ 7,000
Bikeway	City of Lakeside	\$50,000
Bikeway Master Plan	Cities of Monmouth and Independence	\$15,000
Bikeway Master Plan	City of Stayton	\$ 1,500
North 1st Street- Diagonal Road, Elm Street Bikeway (Hermiston)	Umatilla County	\$50,000

Mr. Forbes requested authority to hire a consultant to perform Disadvantaged Business Enterprise business development and financial assistance for the Highway Division. He said the services were put out for bid by a Request for Proposal. He mentioned the firm of Talbot, Korvola & Warwick has been selected. The funds used to provide services have been obtained from the Federal Highway Administration. He requested authority to enter into and sign a contract for one year in an amount not

to exceed \$75,000 with the selected consultant to complete this DBE training function. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the contract on their behalf.

Mr. Forbes requested authority to enter into a contract for modification or rewrite of the Oregon Motor Vehicle Cost Responsibility Study computer program in the amount of \$100,000. He said the modification or a rewrite needs to be completed during the 1989-91 biennium for use in conducting a full scale cost responsibility study for the 1993 Legislature. He requested authority to proceed with the selection of a consultant. Commissioner Bolender moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

Mr. Forbes requested increasing the project authorization on Contract No. 10,781 on the Scholls Highway at Hall Boulevard in Washington County in the amount of \$112,807 (11.9% increase). Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission.

Mr. Forbes requested authority to enter into Supplemental Agreement No. 3 with the Metropolitan Service District to increase Tri-Met's work scope and add \$70,700 as compensation for their services on the West Side Light Rail Transit/Highway Project on the Sunset Highway/Highway 217. He explained the significance of the technical assistance is to obtain an independent professional analysis of the \$30 million Sylvan Interchange design developed by the staff. Additionally, he said the consultants will provide a recommendation for ways to soften the visual impacts for the highway improvement features and to develop design continuity with Tri-Met's surface light rail design through the sensitive canyon area. Commissioner Bolender moved for approval of the amendment. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary amendment.

Mr. Forbes requested authority to enter into agreements with local governments to assist in the maintenance of locally-owned covered bridges. He explained that lottery funds in the amount of \$320,000 are currently administered for the rehabilitation and restoration of eligible covered bridges. The money is available through a 50 percent match program with planning, inspection, and maintenance requirements. He said an additional \$158,000 in Highway Division funds is committed to the maintenance and rehabilitation of publicly owned covered bridges open to traffic. He said the highway funds will be distributed through a 50 percent match program with the local agency for routine maintenance or more substantial rehabilitation projects. Eligibility for funds is through a stated commitment by the agency to an ongoing maintenance and inspection program for their covered bridges and documentation of the maintenance or rehabilitation costs. The maximum funding level for maintenance is \$5,628 per bridge for the biennium. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements on their behalf.

Mr. Forbes requested authority to increase the project authorization on Contract No. 10,801 for work on the Parkway-Walker Road Section

of Cedar Hills Boulevard in Washington County in the amount of \$23,162 (10.3% increase). Commissioner Bolender moved for approval of the increase. The motion carried unanimously by the Commission.

Mr. Forbes said, as a result of the last Commission meeting, Region 1 has attempted to research the concerns of the I-5 Merchants Construction Association regarding the Swift/Delta Interchange Project. Chairman Hollern called for a recess at 10:05 a.m. to set up for the presentation. The meeting reconvened at 10:15 a.m. and Mr. Adams reviewed on a map the North Portland area (I-5). He recalled that the merchants in the Jantzen Beach/Delta Park area had asked the State to delay the Swift/Delta Interchange Project for two years. He said it is the staff's recommendation to proceed with the project next year. He felt if the project were postponed, it would delay the benefits to the motorists and businesses, and possible loss of funds. He explained the history of the project and what the project was designed to accomplish. He addressed the I-5 Merchants Construction Association's concerns as follows:

- 1) **Continued Loss of Business:** He said during the construction stages two lanes for northbound and southbound traffic will be open. He commented other than the normal slowing of motorists, congestion should not be experienced. He felt there will be congestion on the ramps and the State will attempt to reduce the congestion as much as possible. He said they will also encourage the contractor to expedite the project. He showed two examples where the State had worked with the community to lessen impacts during staged construction.
- 2) **Outdated Environmental Impact Statement:** In 1989 the statement was re-evaluated, which included the revised design, zoning, development, and new traffic analysis. After the review, the Final EIS was found to be adequate by staff, and by FHWA, and a new statement would not change the project.
- 3) **Consideration of the Light Rail Transit and a Sports Center in the Study:** He said the EIS did consider a transit way for either bus or light rail. It was his understanding that the sports center is not under active consideration by the City. He said none of these projects would change the project if it were delayed two years.
- 4) **Widening to Six Lanes through the Full Project:** He explained the widening proposal and the various reasons for their recommendation on the number of lanes. He said the traffic counts would not warrant widening this portion of the project for the next 20 years.

Mr. Adams outlined the impacts if the work was not done now as: motorist safety improvements would be delayed, continued freeway congestion at the merge points, poor sight distance, poor turning for large trucks, and possible increased accidents. He said the impacts for congestion would be greater if delayed. He also mentioned the City of Portland would like both projects to proceed together.

Mr. Adams discussed the potential for losing Federal Funds. If the project was not contracted this year, the State might not be able to spend all allowed within the obligation ceiling and thus could lose funds. He also said the State would be ineligible to apply for redistribution funds and for discretionary funds if obligation ceiling were not reached. He estimated about \$15 million could be lost this year if the project were delayed.

Mr. Adams said, in the long term, there would be a 5 percent increase in construction costs or a \$2 million increase in the cost of the project if delayed two years. He mentioned the inclusion of this project in the program two years from now would mean that another programmed project would have to be delayed--another result of the funds that might be lost through delay.

Mr. Adams, by use of a map, told the Commission of other projects on I-5 North.

The I-5 Merchants Construction Association asked for a two-minute recess to assemble their comments on Mr. Adams' report. (There were approximately 50 persons in attendance, who were interested in the project.)

At 10:52 a.m., the meeting reconvened and Don Kenny of the I-5 Merchants Construction Association said their group was surprised to hear the Environmental Impact Statement had been revised in 1989. He said their request was to have the project restudied and brought up to today's standards.

Dick Luty presented a rebuttal to Mr. Adams' presentation. He said they were not asking for a delay of the project but that the job be done correctly. He said the revisions to the environmental impact statement are still insufficient to meet the requirements of this interchange. He too said their Association had no knowledge of any revised EIS. He said they had asked for documentation but it was never received. He said he did not agree with Mr. Adams' comments regarding the light rail issue as it is being worked on right now and the sports complex is there. He also addressed the loss of revenue and jobs at Hayden Island.

Mr. Kenny said their Association feels the work needs to be completed but they would like to see it restudied and not done in segments. He felt there is a need to do the project all-encompassing.

Bob Farrell urged the State to re-study the project and get it done correctly. He felt it should be a smooth transition. He also spoke regarding the loss of business since the construction work began.

Richard Busby, attorney, said he had been hired by the Association to focus on the 1980 environmental impact statement. He said there was a request for a review of the documents or additional documents and none were received. He was concerned about the process and review of the environmental impact statement. He asked that the Commission make

available the results of the decision that the environmental impact statement was adequate. He suggested a comprehensive public review of the EIS to address conditions as they exist from the Banfield to the Washington State line.

Representative Mike Burton said he was surprised that there was a supplemental environmental impact statement and he was concerned if there was public input into the supplemental. He asked that the Commission delay its decision until all the parties can take a look at the document. He felt a strong need to delay a decision to reassess the impacts.

Mr. Adams said they did not conduct a supplemental EIS. He said the document was reviewed for its adequacy to view the changes that had occurred in the area. He said it did not constitute a supplemental review document. He mentioned he was not aware of the request for the environmental impact statement document. He commented it was strictly an internal review with the Highway Division and the Federal Highway Administration and that was the process.

Mr. Adams also spoke to confusion concerning the traffic flow on the freeway and the staging process.

Mr. Kenny said a current EIS is needed to encompass all the flaws that now exist into a final product that does the following:

- Improves freeway capacity as well as freeway access.

- Complete provisions for light rail.

- Addresses the now heavy traffic in the Hayden Meadows area.

- Addresses the increased use of the Expo Center.

- Addresses the planned Sports Complex west of I-5 at Delta Park.

- Addresses the economic impact of ongoing construction to the business community.

- Ties in with the I-5 to Rivergate 30,000 cars per day bypass.

There was considerable discussion about the contract timing of the construction project. It was the consensus that the project should be under contract this year.

Mr. Bothman said he felt the issues were traffic volume numbers and the design. He suggested the I-5 Merchants Association go to the Metropolitan Service District and review the traffic volume numbers.

Vice Chairman Whitty suggested the Association meet with JPACT and others involved in transportation decisions in the Portland metropolitan area to resolve the issue.

Bebe Rucker of the Port of Portland spoke regarding the construction project and specifically the interchange. She mentioned the truck traffic and the turning radius problems. She indicated the Port needs to know when ramps or lanes are closed to traffic. She said the Port was also concerned about losing another construction season.

Chairman Hollern offered the following solution. He suggested that the Commission delay a decision until the January meeting. He asked in the interim that the Highway Division work with the I-5 Merchants Association to make sure all information is shared and to agree that an additional environmental impact statement is not necessary. He also suggested that both the Highway Division and the I-5 Association review the traffic volume numbers through Metropolitan Service District and see if that leads to a consensus-type decision.

There was also discussion whether the review could be done by the January Commission meeting.

Representative Burton asked the Commission to delay the project 30 days and if a consensus could not be reached an additional 30 days be granted. Chairman Hollern said the Commission would like to see a decision made by January, but if that is not possible, then it could be delayed until February.

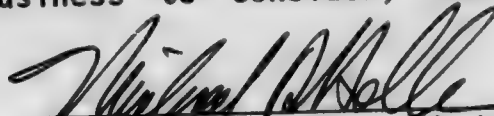
Mr. Forbes thought the Highway Division and the I-5 Merchants Association should first identify the issues of disagreement. He felt it should be determined if it is the facts or the interpretation of the facts that are being disputed.

Chairman Hollern said the Commission was unanimous in deferring a decision until January and instructed Mr. Forbes to take the lead in getting the information to the Association and that included a review of the process of the project.

Mr. Bothman suggested that Mr. Adams coordinate with Mr. Kenny a meeting with the Merchants Association to review the traffic numbers, phasing/staging of the construction, design issues, and environmental statement review process in an attempt to resolve their concerns. The I-5 Merchants Construction Association appeared to be in agreement with the approach.

(Written documentation from the I-5 Merchants Construction Association in Commission's files, Salem.)

There being no further business to consider, the Chairman adjourned the meeting at 12 noon.


Michael P. Hollern, Chairman

absent
John Whitty, Vice Chairman

absent
David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services

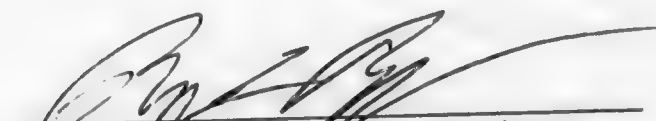

Roger L. Breezley, Commissioner

EXHIBIT A
MINUTES OF 12-19-89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

- 1) On November 7, 1989, approved a personal service contract with Touche Ross Consulting Company to evaluate the Motor Vehicle Division's work measurement, manpower forecasting, and staff planning systems from November 13, 1989, to January 31, 1990, at a cost not to exceed \$26,400. (Authorized Division Administrator to sign necessary contract.)

Dated this 1 day of December, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

November 15, 1989

EXHIBIT A
MINUTES OF 12-19-89

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated Authority

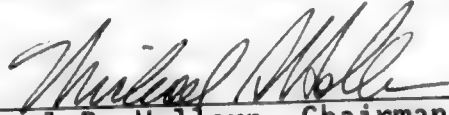
By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

Grant authority to proceed with personal service contracts for disadvantaged business enterprises for the 1989-90 construction season. The contracts will be for the following:

- 1) pre-bid conferences and quarterly forums in the amount of \$45,000;
- 2) bid estimating and project management assistance in the amount of \$25,000; and
- 3) legal counseling assistance in the amount of \$15,000.

(Authorize State Highway Engineer to sign necessary contracts.)

Dated this 1 day of December, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

December 1, 1989

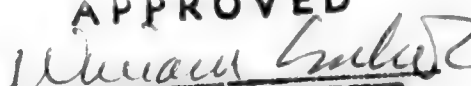
APPROVED

For STATE HIGHWAY ENGINEER
DATE 12/1/89

EXHIBIT A
MINUTES OF 12-19-89

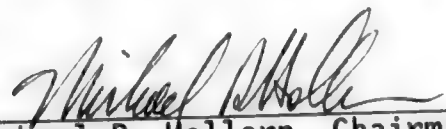
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Personal service contract with Texas Institute of Technology for crash testing of the two-rail guardrail design for use on the Crown Point Highway (National Scenic Highway) between the Women's Forum and Rowena in Multnomah County. The cost will be approximately \$25,000 to \$30,000 for the first test and \$5,000 to \$10,000 for any additional test required after adjustment if the first test fails to comply with the test procedure. The rail design is similar to the design used on the original construction and is consistent with the direction of the Scenic Highway Committee. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 1 day of December, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

November 15, 1989

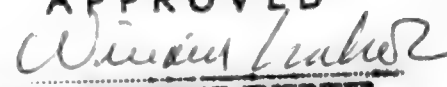
APPROVED

FOR STATE HIGHWAY ENGINEER
11/22/89

EXHIBIT A
MINUTES OF 12-19-89

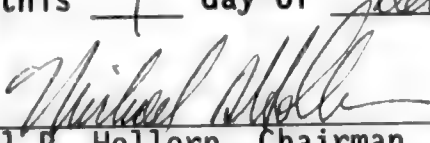
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Amendment to agreement with Grant County for construction of the Long Creek-Fox Section of the Pendleton-John Day Highway. The County's participation in project funding has been modified from the transfer to the State of one year of FASC funds upon completion of the project to the transfer of \$80,000 of road funds upon award of the contract. The amendment also provides for the jurisdictional transfer from the State to the County portions of the Pendleton-John Day Highway that will be bypassed by the construction of the Long Creek-Fox Section. Upon completion of construction, said portions will be transferred to the County to be maintained as a part of its County road system. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 1 day of December, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

November 21, 1989


APPROVED

STATE HIGHWAY ENGINEER
DATE 11/22/89

EXHIBIT B
MINUTES OF 12-19-89

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Long Creek-Fox Section
Type of Work Grading, Paving, Signing F.A. Proj. No. Contract 10,821
County Grant Highway Pendleton-John Day (US 395)
No. of Bidders 8 Low Bidder J.I. Welcome Construction Co., Inc., Redmond, WA
Low Bid \$5,454,641.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Kiewit Pacific Co., Vancouver, WA	\$ 5,596,831.00
3rd Bidder: Elting, Incorporated, Clackamas, OR	\$ 5,700,526.00

No. 2 Project Foothill Blvd.-Rogue River/Redwood Hwy. Junction Section
Type of Work Grading, Paving, Structure, Signing, Landscape and Illumination F.A. Proj. No. Contract 10,822
County Josephine Highway Redwood (US 199)
No. of Bidders 7 Low Bidder F. E. Ward, Inc., Vancouver, WA
Low Bid \$11,745,724.50

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Hamilton Construction Co., Springfield, OR	\$11,761,513.50
3rd Bidder: Ross Bros. Construction, Inc., Salem, OR	\$12,221,364.32

No. 3 Project Spencer Creek & Cape Creek Bridges Section
Type of Work Br. Repair & Cathodic Protection F.A. Proj. No. State
County Lincoln/Lane Highway Oregon Coast (US 101)

POSTPONED UNTIL NOVEMBER 16, 1989

EXHIBIT B
MINUTES OF 12-19-89

No. 4 Project McKay Creek (Lamonta Road) Bridge Section Contract 10,824
Type of Work Grade, Pave, Structures F.A. Proj. No. RS-B372(3)
County Crook Highway Lamonta Road (County Road)
No. of Bidders 5 Low Bidder E.M.W. Construction Co., Bend, OR
Low Bid \$194,626.28

Engineer's Recommendation: Award to lowDBE responsive bidder subject to concurrence of FHWA and Crook County and receipt of deposit by County.

2nd Bidder: R. L. Coats, Bend, OR \$ 219,090.00
3rd Bidder: JAL Construction, Inc., Bend, OR \$ 235,596.00

No. 5 Project Trout Creek Bridge Section Contract 10,825
Type of Work Grade & Structure F.A. Proj. No. BROS-1600(6)
County Jefferson Highway Cook Lane (County Road)
No. of Bidders 5 Low Bidder E.M.W. Construction Co., Bend, OR
Low Bid \$115,556.18

Engineer's Recommendation: Award to lowDBE responsive bidder subject to concurrence of FHWA and Jefferson County and receipt of deposit by County.

2nd Bidder: R. L. Coats, Bend, OR \$ 144,597.00
3rd Bidder: Dice Construction, Inc., Bend, OR \$ 145,477.20

No. 6 Project Algoma Passing Lane Section Contract 10,826
Type of Work Grading, Paving, Signing F.A. Proj. No. F4-1(30)
County Klamath Highway The Dalles-California (US 97)
No. of Bidders 2 Low Bidder Roy L. Houck Construction, Inc., Salem, OR
Low Bid \$248,036.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Klamath Pacific Corporation, Klamath Falls, OR \$ 269,060.00
3rd Bidder: None

EXHIBIT B
MINUTES OF 12-19-89

No. 7 Project McKenzie Highway at M.P. 14.5 Contract 10,827
Type of Work Grading and Paving F.A. Proj. No. F-28(23)
County Lane Highway McKenzie (OR 126)
No. of Bidders 4 Low Bidder Willish Corvallis Construction Co., Eugene, OR
Low Bid \$357,108.50
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Delta Sand & Gravel Co. & Babb Construction,
dba Delta Construction Co., Eugene, OR \$ 380,532.04
3rd Bidder: Eugene Sand & Gravel, Inc., Eugene, OR \$ 394,631.00

No. 8 Project Corvallis/Lebanon Hwy. at Peoria Road Section Contract 10,828
Type of Work Signing & Traffic Signal F.A. Proj. No. HES-21-2(29)
County Linn Highway Corvallis-Lebanon (OR 34)
No. of Bidders 5 Low Bidder Linnco Electric Co., Albany, OR
Low Bid \$63,578.00
Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA.

2nd Bidder: Cherry City Electric, Inc., dba
Hamilton Electric, Eugene, OR \$ 69,130.33
3rd Bidder: Marca Electric Inc., Coquille, OR \$ 70,989.00

No. 9 Project Pacific Highway East at Quinaby Road Contract 10,829
Type of Work Grading, Paving, Signing F.A. Proj. No. HES-26(44)
County Marion Highway Pacific East (OR 99E)
No. of Bidders 6 Low Bidder Roy L. Houck Construction, Salem, OR
Low Bid \$233,123.50
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: North Santiam Paving Co., Stayton, OR \$ 243,416.00
3rd Bidder: D & D Paving Co., Salem, OR \$ 247,580.66

EXHIBIT B
MINUTES OF 12-19-89

No. 10 Project I-205 - NE 138th Avenue (Portland) Section Contract 10,830
Type of Work Grade, Pave, Storm Sewer, F.A. Proj. No. IX-9964(3)
Signals & Illumination
County Multnomah Highway NE Airport Way (Phase I)(City Street)
No. of Bidders 7 Low Bidder Klewit Pacific Co., Vancouver, WA
Low Bid \$3,653,995.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and City of Portland and receipt of deposit by City.

2nd Bidder: Babler Bros., Inc., Portland, OR	\$3,702,234.00
3rd Bidder: Wildish Standard Paving Co., Eugene, OR	\$3,834,834.30

On November 3, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on October 26, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 4, 5, 6, 7, 9 and 10 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 28 day of NOVEMBER, 1989



John Whitty, Vice Chairman
OREGON TRANSPORTATION COMMISSION


EXHIBIT C
MINUTES OF 12-19-89

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following action was taken:

- 1) On October 23, 1989, approved a personal service contract with Focal Point Programs for two Conflict at Work - Job Wars Workshops on January 23-24 and April 24-25, 1990, at a cost of \$4,000 plus \$10 for each student workbook.

Dated this 5th day of December, 1989



Gary A. Potter
Deputy Director

November 30, 1989

EXHIBIT D
MINUTES OF 12-19-89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On October 25, 1989, approved a personal service contract with MetroLab for a pilot program in the Portland (Region 1) and Eugene (District 5) areas for pre-employment drug testing beginning October 1, 1989, and ending June 30, 1991, at a cost not to exceed \$5,000. (William Anhorn approved for State Highway Engineer.)
- 2) On October 26, 1989, approved an agreement with the City of Cornelius transferring responsibilities for the operation and maintenance of pedestrian signals at the intersections of 14th Avenue and the Tualatin Valley Highway.
- 3) On October 26, 1989, signed Supplement No. 1 to a personal service contract with CRS Sirrine, Inc., concerning the Access Oregon Highways Corridor Studies. This supplement extends the completion date of the contract until February 28, 1990. (Approved by Transportation Commission May 17, 1988.)
- 4) On October 31, 1989, approved a personal service contract with Portland Adventist Medical Center for pre-employment testing (physical examination and physical capacity testing for Maintenance positions in Portland and Eugene) covering the period October 1, 1989, to June 30, 1991, at a cost not to exceed \$5,000.
- 5) On October 31, 1989, approved a personal service contract with McKenzie-Willamette Hospital for pre-employment testing (physical examination and physical capacity testing for Maintenance positions in Portland and Eugene) covering the period October 1, 1989, to June 30, 1989, at a cost not to exceed \$5,000.

EXHIBIT D
MINUTES OF 12-19-89

- 6) On October 31, 1989, approved emergency slide repair on the Mt. Hood Highway (US26) at M.P. 50.0 in Clackamas County. Estimated cost is \$50,000.

On October 13, 1989, embankment erosion was noticed at the location caused by a cross culvert spilling directly onto the fill slope. Settlement due to this erosion is encroaching onto the paved portion of the highway and jeopardizing the guardrail.

Due to the emergency nature of the situation, time is not available to formally obtain bids for repair of the damaged embankment and the prevention of further damage.

- 7) On November 3, 1989, approved an interagency agreement with the Federal Highway Administration for the extension of Experimental Project No. 11, Rapid Testing and Inspection Techniques. This modification extends the contract until June 30, 1990, to allow completion of the study.
- 8) On November 7, 1989, signed a personal service contract with Leslie Cole & Associates to provide professional writing and editorial services for a variety of documents published by the Highway Division, effective November 16, 1989, to November 1, 1990, at a cost not to exceed \$10,000. (Agreement approved by Chairman Hollern on July 15, 1989. Signed by William Anhorn for State Highway Engineer.)
- 9) On November 7, 1989, approved an agreement with the Plevna Improvement Company to provide for relocation and reconstruction of irrigation facilities on the Kern Swamp Road-Weyerhaeuser Road Section of the Green Springs Highway in Klamath County. (Agreement approved by William Anhorn for State Highway Engineer.)
- 10) On November 7, 1989, signed a personal service contract with Interpretive Exhibits to fabricate and install displays for the Alsea Bay Historical Center effective November 17, 1989, to December 31, 1990, at a cost not to exceed \$51,667. This contract is to complete the work identified in the personal service contract with SEE Design and Production Inc. which was terminated due to bankruptcy. The amount of this contract is the unpaid balance of the original contract. (William Anhorn signed for State Highway Engineer. The Transportation Commission approved the original contract at an estimated cost of \$100,000 on September 20, 1988.)

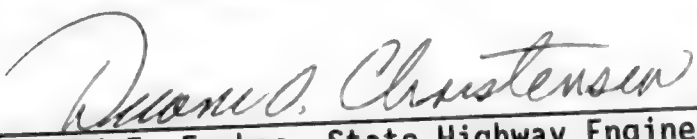
EXHIBIT D
MINUTES OF 12-19-89

- 11) On November 7, 1989, approved personal service contracts with Ray King in the amount of \$8,000 and Jackie Miller in the amount of \$1,700 for providing artwork for the Salem Highway Materials Lab covering the period November 7, 1989, to January 31, 1990. (Approved by William Anhorn for State Highway Engineer.)
- 12) On November 7, 1989, signed a supplement to an agreement with Washington County and the City of Durham providing for channelization and installation of traffic control equipment at the intersection of the Beaverton-Tualatin Highway at SW Bridgeport Road (Durham). This supplement updates the funding structure of the project. (Approved by the State Highway Engineer on December 23, 1983.)
- 13) On November 10, 1989, approved a supplement to an agreement with the Forest Service, US Department of Agriculture, for installing, monitoring, and maintaining five traffic monitoring stations on State Highways No. 26 and No. 35 near Mt. Hood. The State shall limit the value of State-provided equipment and installation services to an amount not to exceed \$9,000.
- 14) On November 10, 1989, signed a supplement to an agreement with the City of Tigard concerning the installation of traffic control signals and a left-turn refuge at the intersection of the Beaverton-Tualatin Highway at Burnham Street. This supplement changes the funding structure of the project. (Approved by Chairman Yturri October 14, 1986.)
- 15) On November 10, 1989, signed Supplement No. 2 to a personal service contract with Century West Engineering Corporation covering material testing projects in Geographical Areas M4A and M4B in Region 4. This supplement extends the completion date from December 31, 1989, to December 31, 1990. (Approved by Transportation Commission March 20, 1987.)
- 16) On November 10, 1989, signed Supplement No. 1 to a personal service contract with Adkins Consulting Engineers, Inc. for construction and location survey engineering services in Geographical Area S-4B in Region 4. This supplement extends the completion date from December 31, 1989, to December 30, 1990. (Approved by Transportation Commission July 21, 1987.)

D
EXHIBIT _____
MINUTES OF 12-19-89

- 17) On November 16, 1989, signed a personal service contract with Peggy Naumann for technical editing of documents produced by the Highway Division. This contract covers the period November 22, 1989, to November 1, 1990, at a cost not to exceed \$10,000. (William Anhorn signed for State Highway Engineer. Approved by Chairman Hollern on July 15, 1989.)
- 18) On November 16, 1989, signed Supplement No. 4 to a personal service contract with Koch, Sachs, Whitaker, Aanderud, Architects concerning the remodeling of the Highway Materials Lab Building in Salem. This supplement increases the cost of the contract by \$1,013 to reflect a change in the building's mechanical system. The new total cost is \$102,693. (William Anhorn signed for State Highway Engineer. Transportation Commission approved April 19, 1988.)
- 19) On November 16, 1989, signed a personal service contract with CH2M Hill Northwest, Inc. for environmental services, as needed, on a project-by-project basis. The contract covers the period November 22, 1989, through November 30, 1991, at a cost not to exceed \$250,000. (William Anhorn signed for State Highway Engineer. Transportation Commission approved July 25, 1989.)
- 20) On November 16, 1989, approved a contract with Gossard-Pyron Associates for training of eighteen Highway Division team building facilitators through June 30, 1990, at a cost not to exceed \$9,500. (Contract approved by William Anhorn for State Highway Engineer.)

Dated this 5 day of December, 1989.


for Donald E. Forbes, State Highway Engineer

November 30, 1989

EXHIBIT D
MINUTES OF 12-19-89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the McKay Creek Bridge Section of Lamonta County Road in Crook County. Bids received October 26, 1989. Contract No. 10,824 awarded on November 3, 1989, to E.M.W. Construction Co., Bend, at \$194,626.28.
- 2) Work on the Trout Creek Bridge on Cook Lane in Jefferson County. Bids received October 26, 1989. Contract No. 10,825 awarded on November 3, 1989, to E.M.W. Construction Co., Bend, at \$115,556.18.
- 3) Work on the Algoma Passing Lane Section of The Dalles-California Highway in Klamath County. Bids received October 26, 1989. Contract No. 10,826 awarded on November 8, 1989, to Roy L. Houck Construction Company, Salem, at \$248,036.00.
- 4) Work on McKenzie Highway at M.P. 14.5 in Lane County. Bids received October 26, 1989. Contract No. 10,827 awarded on November 8, 1989, to Wildish Corvallis Construction Co., Eugene, at \$357,108.50.
- 5) Work on the Corvallis-Lebanon Highway at Peoria Road in Linn County. Bids received October 26, 1989. Contract No. 10,828 awarded on November 8, 1989, to Linco Electric Co., Albany, at \$63,578.00.
- 6) Work on Pacific Highway East at Quinaby Road in Marion County. Bids received October 26, 1989. Contract No. 10,829 awarded on November 8, 1989, to Roy L. Houck Construction Company, Salem, at \$233,123.50.
- 7) Work on the I-205-NE 138th Avenue Section of Airport Way (Phase I) in Portland, Multnomah County. Bids received October 26, 1989. Contract No. 10,830 awarded on November 8, 1989, to Kiewit Pacific Co., Vancouver, WA, at \$3,653,995.00.
- 8) Work on the N.E. 138th Avenue-N.E. 181st Avenue Section of N.E. Airport Way in Portland, Multnomah County. Bids received November 16, 1989. Contract No. 10,832 awarded on November 27, 1989, to Kiewit Pacific Co., Vancouver, WA, at \$3,590,799.30.

EXHIBIT D
MINUTES OF 12-19-89

- 9) Work on the Catherine Creek Bridge Section of North Bellwood Street in Union, Union County. Bids received November 16, 1989. Contract No. 10,833 awarded on November 24, 1989, to Michael A. Becker General Contractor, Inc., Union, at \$157,429.00.
- 10) Work on the Beaverton-Tualatin Highway at S.W. Bridgeport Road in Durham, Washington County. Bids received November 16, 1989. Contract No. 10,834 awarded on November 27, 1989, to Coffman Excavation, Inc., Oregon City, at \$237,654.50.

Dated this 5 day of December, 1989.

Donald E. Christensen
for Donald E. Forbes, State Highway Engineer

November 30, 1989

EXHIBIT D
MINUTES OF 12-19-89

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>Contractor and Contract No.</u>	<u>Section and County</u>
Coral Construction Co. Contract No. 10746 Acceptance Date: November 20, 1989	Beaverton-Tigard, Pacific & Columbia River Washington and Wasco Counties
Bracelin-Yeager Excavating and Trucking Contract No. 10719 Acceptance Date: November 22, 1989	Coos Bay - Roseburg Coos County
Dice Construction, Inc. Contract No. 10722 Acceptance Date: November 22, 1989	Old Oregon Trail Malheur County
West Coast Contractors, Inc. Contract No. 10693 Acceptance Date: November 22, 1989	Oregon Coast (Lakeside Frontage Road) Coos County
Blue Mountain Paving Co. Contract No. 10700 Acceptance Date: November 20, 1989	John Day Grant County
Roseburg Paving Co. Contract No. 10754 Acceptance Date: November 20, 1989	North Umpqua Douglas County
Morse Bros. Contract No. 10339 Acceptance Date: November 17, 1989	Florence - Eugene Lane County
Ross Bros. Construction, Inc. Contract No. 9633 Acceptance Date: November 15, 1989	Coos Bay - Roseburg Douglas County
Elting, Inc. Contract No. 10560 Acceptance Date: November 17, 1989	Pacific Highway Washington County
James W. Fowler, Co. Contract No. 10689 Acceptance Date: November 17, 1989	Clear Lake-Belknap Springs Linn County

EXHIBIT D
MINUTES OF 12-19-89

DELEGATED AUTHORITY
November 28, 1989
Page 2

LTM, Inc., dba Liniger Tru-Mix, Inc. Jacksonville Highway
Contract No. 10757 Jackson County
Acceptance Date: November 20, 1989

EXPENDITURE RECAP

	<u>ABOVE PROJECTS</u>	<u>F.Y. TO DATE</u>
Original Authorization	\$16,490,695.99	\$65,846,603.48
Anticipated Costs	<u>16,531,419.95</u>	<u>66,462,726.59</u>
Percentage Overrun (Underrun)	+0.02%	+0.09%

November 28, 1989

for William Baker
Donald E. Forbes
State Highway Engineer

BLW:dp
11281d

EXHIBIT D
MINUTES OF 12-19-89

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY DEPARTMENT OF JUSTICE FOR
THE OREGON STATE HIGHWAY DIVISION

Period From 7-1-89 Through 9-30-89

	<u>No.</u>	<u>Amount</u>
Claims Pending at Beginning of Period	251	\$ 576,985.00
Claims Pending at End of Period	260	\$ 565,132.34

Money Collected During Period

Installment Payments	95	\$ 6,625.20
Compromise Payments	2	\$ 2,663.45
Payments in Full	106	\$ <u>138,992.92</u>
TOTAL		\$ <u>148,281.57</u>

Claims Abandoned During Period	12	\$ 11,150.36
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Damage Cases (Actions Filed)	134	\$ 149,172.51
Uncollected Judgments	*-0-	\$ -0-

*Referred to Department of Revenue for Collection

LR:aml/0109G
10/5/89

EXHIBIT E
MINUTES OF 12-19-89

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the Highway Engineer from the Oregon Transportation Commission, subdelegated to the Traffic Engineer (Subdelegation Order Hwy-4), the following action was taken:

- 1) On October 24, 1989, approved a truck parking prohibition on the John Day Highway No. 5 between M.P. 162.13 and M.P. 162.48 in the City of John Day, Grant County.

Dated this 6th day of December, 1989


Dwayne Hofstetter, Traffic Engineer

November 30, 1989

EXHIBIT F
MINUTES OF 12-19-89

DATE: DECEMBER, 1989
TO: OREGON TRANSPORTATION COMMISSION
SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

- 1) COOS COUNTY: HOUSER-NORTH BEND - OREGON COAST HIGHWAY: File RRW282 & R01209 - containing 1.13 acres; \$35,600; Approved 11/22/89.
- 2) CURRY COUNTY: BROOKINGS-WINCHUCK RD. - COAST HIGHWAY: File 43997- containing 0.962 acres; \$125,000; Approved 11/15/89.
- 3) DOUGLAS COUNTY: BOOTH RANCH-MYRTLE CRK. - PACIFIC HIGHWAY: File 21870 (includes Files 21871; 21872; 22071; 22468; 22469; 24792; 24824; 24835; 26469; 27170; 27807; & 28016) - containing 265.08 acres; \$171,500; Approved 11/07/89.
- 4) JACKSON COUNTY: BIDDLE CRK.-CAMP WHITE - CRATER LAKE HWY.: File 37630- containing 1,100 Sq. Ft.; \$3,600; Approved 11/22/89.
- 5) LINN COUNTY: VAIL CREEK-SWEET HOME - SANTIAM HIGHWAY: File 47997- containing 0.37 acre; \$1,300; Approved 11/07/89.
- 6) TILLAMOOK & LINCOLN COUNTIES: ROSE LODGE-POLK COUNTY LINE - SALMON RIVER HIGHWAY: File 01923 - containing 1.0 acre; \$400; App. 11/16/89.

AGREEMENTS: (35-48)

- 7) ODOT Agreement No. RR 1135; Street or Highway Easement with Southern Pacific Transportation Company; to construct, reconstruct, maintain, and use a street or highway upon real property owned by SPTC; "E" AVE.- LADD ST. (LAKE OSWEGO) - OSWEGO HWY. (STATE ST.); CLACKAMAS COUNTY; R/W File 54566; Contract No. 10361; Approved 7/25/89.
- 8) ODOT Agreement No. RR 1135; an Indenture with Southern Pacific Transportation Company for slopes granting an easement for retaining wall upon and across real property owned by SPTC; near Lake Oswego; CLACKAMAS COUNTY; Approved 7/25/89.
- 9) Agreement between Union Pacific Railroad Company and State granting license to perform work on R.R. property for purpose of exploratory drilling for proposed replacement of existing structure at GRAHAM ROAD grade separation viaduct structure near R.R. M.P. 15.60, Kenton Branch Line, at TROUTDALE, MULTNOMAH COUNTY, OR; \$500; Approved ~~11/89~~ 12/13/89 RR-1308.
- 10) ODOT Agreement No. RR 1303; Service Contract No. 89-1; with Southern Pacific Transportation Company; SPTC agrees to widen roadway and install flashing lights and automatic gates, wiring and controls, as necessary, at grade crossing of HUNSAKER RD. & SISKIYOU main line (OPUC Cross. No. C-706.9) MARION COUNTY; Estimated cost \$111,346 (State agrees to bear cost of 90% of project); Approved 11/22/89.

EXHIBIT F
MINUTES OF 12-19-89

Report of Actions Taken Under Delegated Authority
December, 1989 (For month of November)
Page Two

R/W SERVICE AGREEMENTS: (35-50)

- 11) R/W Service Agreement #350; C. & A. #9661; with MULTNOMAH COUNTY; S.E. 242ND DR. (N. OF HALL RD.) (COUNTY RD.); State agrees to perform services in the acquisition phase and other phases preliminary thereto for the projects for the Agency; Estimated cost \$2,600; Approved 8/11/88.
- 12) R/W Supplemental Agreement #367; C. & A. 8806; with YAMHILL COUNTY; DEER CREEK BRIDGE - DEER CREEK FLATS RD. (COUNTY ROAD); State agrees to perform those services related to the acquisition of right-of-way for Agency; Approved 11/07/89.
- 13) R/W Supplemental Agreement #368; C. & A. 9546; with YAMHILL COUNTY; 11TH-HILLSBORO/SILVERTON HWY. (NEWBERG) - WYNOOSKI ST. (COUNTY ROAD); State agrees to act for Agency in performing those services related to the acquisition of right-of-way for Agency; Approved 11/07/89.

SPECIAL USE PERMITS:

- 14) Ten-yr. Special Use Permit with U.S. Forest Service; Expires 12/31/99; File 6008007; MT. BACHELOR SAND SHED SITE - CENTURY DRIVE; DESCHUTES COUNTY; for Storage purposes; Approved 12/05/89.
- 15) 11-yr. Special Use Permit with U.S. Forest Service; Expires 12/31/2000; File 57198; LEMOLO & SLIDE CREEK FACILITIES - N. UMPQUA HWY.; DOUGLAS COUNTY; for Stock Pile purposes; Approved 12/05/89.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

BENTON COUNTY:

DIGGER CREEK BRIDGE - ALSEA HIGHWAY:

58569	Arne S. Jensen	\$ 1,100 App. 11/01/89
58571	Ralph Hull	\$ 300 App. 11/20/89

CLACKAMAS COUNTY:

CASCADE HIGHWAY N.-LESTER INTERCHANGE - JOHNSON CREEK BLVD:

57395	Westwood Holding Corporation (C.P.)	\$ 96,500 App. 11/22/89
	Arlene Loughary (Fee)	
58058	Dale Haskin	\$ 41,000 App. 11/08/89
58071	Westwood Holding Corp. (C.P.)	\$ 6,350 App. 11/07/89
	Horger/Hansen (Fee)	
58076	Ed Herrmann	\$ 9,644 App. 11/02/89
58078	Gene Davis (Fixtures & Signs)	\$ 9,349 App. 11/07/89
58378	Westwood Holding Corp. (C.P.)	\$ 900 App. 11/07/89
	Dolly M. Vannice (Fee)	
58485	Westwood Holding Corp.	\$ 6,500 App. 11/03/89

EXHIBIT F
MINUTES OF 12-19-89

Report of Actions Taken Under Delegated Authority
December, 1989 (For month of November)
Page Three

OPTIONS: CLACKAMAS COUNTY: (Continued)

CLACKAMAS HIGHWAY-GLADSTONE INTERCHANGE - S.E. 82ND DR./EVELYN ST. (COUNTY):
58605 Portland General Electric Co. \$ 600 App. 9/26/89

SALMON RIVER STOCKPILE SITE - MT. HOOD HIGHWAY:
57431 Clackamas County \$ 5,000 App. 11/01/89

S.E. LESTER AVE. INTERCHANGE - E. PORTLAND FREEWAY:
57624 Alvin & Shirley Christianson \$ 1,290 App. 11/20/89

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:
57786 Melissa L. Martinson \$ 5,800 App. 11/09/89
57807 Larry & Maxine Baughman \$ 4,450 App. 11/03/89
57811 Paul R. Bruenn \$ 8,100 App. 10/24/89

WILLAMETTE DRIVE & FAILING ST. - OSWEGO HIGHWAY:
6007-001 Frederik H. Frederiks \$ Donation App. 11/01/89

ZIG ZAG-RHODENDRON - MT. HOOD HIGHWAY:
57706 Clifton H. & Vivian M. Randall \$ 300 App. 11/07/89
57707 Woodrow W. & Marilyn S. Carter \$ 5,500 App. 11/07/89
57708 Clackamas County \$ 1,000 App. 11/28/89
57709 Clackamas County \$ 400 App. 11/01/89

CLATSOP COUNTY:

DOOLEY BRIDGE-CANNON BEACH JCT. - OREGON COAST HIGHWAY:
58577 Robert L. & Marjorie A. Stevens (C.P.) \$ 250 App. 10/23/89
Donald & Dorothy Bernard (C.P.)
Elinor W. Johnson (Fee)

GRUB CREEK BRIDGE - NEHALEM HIGHWAY:
57605 Walter W. Berg; Edgar A. Berg \$ 775 App. 11/20/89

COLUMBIA COUNTY:

SCAPPOOSE-MULTNOMAH COUNTY LINE - COLUMBIA RIVER HIGHWAY:
56504 Sarah E. Waller (Septic System Damage) \$ 6,800 App. 11/17/89

DESCHUTES COUNTY:

O'NEIL JCT.-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:
57537 Stanley L. & Patricia A. Brewer \$ 700 App. 11/07/89
57538 Scott Windsor Keathley (Fee) \$ 3,650 App. 11/27/89
Duayne & Joy S. Fleck (C.P.) \$ 6,425 App. 11/20/89
57557 Norman H. & Vivian Faulkner \$ 4,900 App. 11/03/89
57565 Thomas P. & Shirley A. Carpenter \$ 34,000 App. 11/07/89
57598 Ronald D. & Ann J. Smith

EXHIBIT F
MINUTES OF 12-19-89

Report of Actions Taken Under Delegated Authority
December, 1989 (For month of November)
Page Four

OPTIONS: (Continued)

DOUGLAS COUNTY:

CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:

57459	Victor M. Standley	\$ 3,000 App. 11/20/89
57467	Douglas National Bank	\$ 675 App. 11/03/89
57479	Kirk & Kari Satterfield	\$ 8,500 App. 11/23/89
57493	Glen M. Good & Sandy K. Garrett	\$ 6,710 App. 9/26/89

HOOD RIVER COUNTY:

EMIL CREEK-MT. HOOD WINERY - WOODWORTH DR.:

58244	Shelton & Peggy Lough	\$ 500 App. 10/02/89
58245	Grace S. Brown	\$ 250 App. 10/02/89

JACKSON COUNTY:

TRAIL-CASEY STATE PARK - CRATER LAKE HIGHWAY:

58108	Hugh B. Collins, et al	\$ 210 App. 10/29/89
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JEFFERSON COUNTY:

RIMROCK RANCH-PELTON DAM - WARM SPRINGS HIGHWAY:

58250	Robert W. & Greta E. Pruitt	\$ 300 App. 11/03/89
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JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JCT. - REDWOOD HIGHWAY:

57366	Pacific Power & Light Company	\$ 2,725 App. 9/29/89
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S. HIGHLINE CANAL-MURPHY CREEK RD. (UNIT 2) - JACKSONVILLE HIGHWAY:

58345	Robert & Lillian Madison	\$ 2,100 App. 11/07/89
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KLAMATH COUNTY:

CHILOQUIN AIRPORT:

57880)	William E. Stovall	\$ 2,900 App. 11/07/89
57880)	William E. Stovall (Supplemental)	\$ 1,525 App. 11/14/89

FORGE ROAD-LOBERT ROAD, SOUTH UNIT - THE DALLES-CALIFORNIA HIGHWAY:

58040	J. B. & Blanche M. Ford	\$ 1,000 App. 11/03/89
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KERN SWAMP ROAD-WEYERHAEUSER RD. - GREEN SPRINGS HIGHWAY:

57757	Weyerhaeuser Company	\$ 19,385 App. 11/07/89
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EXHIBIT F
MINUTES OF 12-19-89

Report of Actions Taken Under Delegated Authority
December, 1989 (For month of November)
Page Five

OPTIONS: (Continued)

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:

55605	Holiday Hills Trailer Resort, Inc.	\$	100	App.	10/29/89
55977	Betty Jo Paine	\$	100	App.	10/19/89
56943	William & Veronica Dent	\$	10,250	App.	11/16/89

LINN COUNTY:

QUEEN AVE.-CORVALLIS/LEBANON HWY. - ALBANY-JUNCTION CITY HIGHWAY:

55462	Ardis C. Wells	\$	2,025	App.	11/03/89
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MULTNOMAH COUNTY:

S.E. 221ST-S.E. 242 AVENUES - STARK STREET:

58423	Antoinette P. Smith	\$	200	App.	8/28/89
58425	Rebecca K. Edens	\$	200	App.	9/26/89
58427	James F. & Frances L. Seward	\$	200	App.	9/26/89
58428	Edward W. & Eileen F. Lindsay	\$	200	App.	10/19/89
58432	Jane Waff	\$	2,200	App.	9/15/89
58439	Johanna M. Lewis	\$	2,165	App.	9/15/89

UNION/GRAND AVE. VIADUCT-S.E. RIVER RD. - PACIFIC HIGHWAY EAST:

58312	William S. Edmark	\$	800	App.	10/29/89
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WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE - SUNSET HIGHWAY:

58110	Spectrum Development Corp.	\$	31,640	App.	11/16/89
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LOWER BOONES FERRY ROAD-SAGERT RD. - PACIFIC HIGHWAY:

57700)	Texaco Refining & Marketing	\$	23,320	App.	11/17/89
57700)	Nyberg Limited Partnership	\$	176,000	App.	11/17/89

MAPLE ST. @ T.V. HIGHWAY SPUR (FOREST GROVE):

6007 008	William A. Youngmayr Oregon-Canadian Forest Products, Inc.	\$	Donation	App.	11/01/89
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SCHOLLS @ S.W. HALLS BLVD. - SCHOLLS HIGHWAY:

57034	Pacific First Federal Savings & Loan Assoc. (Relocation of waterline)	\$	1,608.11	App.	11/01/89
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EXHIBIT F
MINUTES OF 12-19-89

Report of Actions Taken Under Delegated Authority
December, 1989 (For month of November)
Page Six

OPTIONS: WASHINGTON COUNTY: (Continued)

S.E. 21ST-S.E. BASELINE - TUALATIN VALLEY HIGHWAY:

57648	MCR Investment Co.	\$4,280.50	App. 9/12/89
57653	Estate of Robert C. Wyatt	\$ 350	App. 11/16/89
57658	Sixth Dunkin' Donuts Realty, Inc.	\$41,000	App. 10/29/89
57661)	Milo I. & Virginia I. Wilcox (Land)	\$ 4,410	App. 11/07/89
57661)	Southland Corporation (Sign)	\$ 3,745	App. 11/07/89
57661)	Thomas H. Booher, Jr. (Sign)	\$ 685	App. 11/07/89
57661)	Caren Burnett	\$ 620	App. 11/07/89
57663	California Assets, Inc.	\$ 250	App. 11/07/89

Dated this 6th day of Dec., 1989

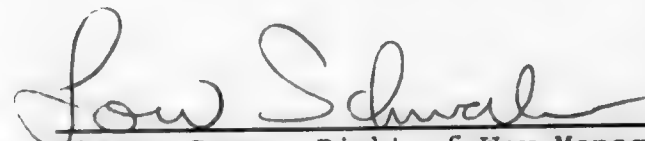

For Steven Green, Right of Way Manager



EXHIBIT G
MINUTES OF 12-19-89

Department of Transportation

PARKS AND RECREATION DIVISION

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-6305

TO: Oregon Transportation Commission

FROM: David G. Talbot
State Parks Administrator

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized the State Parks Administrator, or his designate, in an official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith, the Parks Administrator or his designate has approved the following actions and report them for your official records.

On October 27, 1989, approved a lease agreement with Holmes Family Ltd. for storage space located at 544 Ferry Street, Suite 4, Salem, Oregon in the amount of \$626.25 per month.

On October 30, 1989 approved Kenneth Lane's request to conduct a timber harvest within the Nestucca River Scenic Waterway in Tillamook County.

On November 9, 1989 approved Steamboat Inn's request to place two recreational cabins within the North Umpqua River Scenic Waterway in Douglas County.

On November 15, 1989 approved Steven B. Hagy's request to construct a two-story single-family dwelling within the Upper Deschutes River Scenic Waterway in the City of Bend.

On November 17, 1989 approved Leland Barger's request to conduct a timber harvest within the Clackamas River Scenic Waterway in Clackamas County.

On November 22, 1989 approved a letter of agreement with Executive Department for services and products necessary to complete recreational assessment of Oregon Cascades within the national forest system, up to the amount of \$5,000.

Dated this 30 day of November, 1989

David G. Talbot, State Parks Administrator

DGT/mh

EXHIBIT H
MINUTES OF 12-19-89

TO: Oregon Transportation Commission
FROM: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On October 17, 1989, approved a personal service contract with Aalto Furniture Design to provide construction drawings of DMV's automated waiting time Take-A-Number box. The contract covers the period October 9, 1989 to December 31, 1989 at a cost of \$ 500.00.

Dated this 7th day of November, 1989

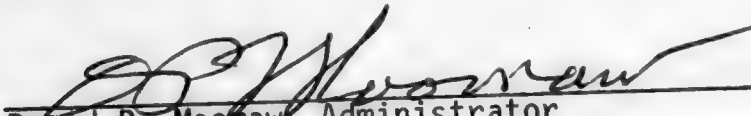

David P. Moomaw, Administrator
Motor Vehicles Division

EXHIBIT IMINUTES OF 12-19-89

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Gladys M. Lyndon L-9273 R-56813 Section: Alsea River (Waldport) Bridge Highway: Oregon Coast County: Lincoln	\$7,500	\$12,000	\$12,000
Southern Pacific Transportation Co. L-9118 R-54477 Section: 12th Street, S.E. - 25th Street S.E. (Salem) Mission Street County: Marion	\$40,000	\$43,575	\$50,000
Shriner's Hospital for Crippled Children L-8909 R-55521 Section: Dutch Canyon Road Slide Highway: Dutch Canyon Road County: Columbia	\$1,650	\$900	\$9,500

REPORT OF CONDEMNATION CASES DISMISSED

Defendant: Beneficial Oregon, Inc.
L-9302
R-56874
Section: Redmond-Bend (South Unit)
Highway: The Dalles-California
County: Deschutes

Remarks: Settled By Right Of Way

Defendant: Wolf D. Reimann
L-9277
R-56801
Section: Alsea River (Waldport) Bridge
Highway: Oregon Coast
County: Lincoln

Remarks: Settled By Right Of Way

Defendant: Eastport Plaza Shopping Center
L-9128
R-55350
Section: SE Division Street - SE Schiller Street
Highway: Cascade North
County: Multnomah

Remarks: Settled By Right Of Way

Defendant: Ben A. Bello
L-8936
R-54494
Section: 12th Street SE - 24th Street SE
Highway: Mission Street
County: Marion

Remarks: Settled By Right Of Way

EXHIBIT I
MINUTES OF 12-19-89
REPORT OF CONDEMNATION CASES DISMISSED

Defendant: Robert E. Taylor
L-9316
R-56847
Section: NCL Stanfield-Stanfield Intchge.
Highway: Umatilla-Stanfield
County: Umatilla

Remarks: Settled By Right Of Way

Defendant: Union Oil Company Of California
L-9317
R-57351
Section: Austin Ave. - Eastside Bypass (K. Falls)
Highway: K. Falls - Lakeview
County: Klamath

Remarks: Settled By Right Of Way

Defendant: M. Jane Spink
L-9314
R-56920
Section: Redmond-Bend (South Unit)
Highway: The Dalles-California
County: Deschutes

Remarks: Settled By Right Of Way

Defendant: Robert L. Dean
L-9345
R-57620
Section: SE Lester Ave. Intchge.
Highway: E. Portland Freeway
County: Clackamas

Remarks: Settled By Right Of Way

Defendant: Seibel Brothers
L-9296
R-49160
Section: NCL Stanfield-Stanfield Intchge.
Highway: Umatilla-Stanfield
County: Umatilla

Remarks: Settled By Right Of Way

Defendant: Pacific Dev. (Property), Inc.
L-9355
R-58025
Section: Greeley Ramp - N. Banfield Intchge.
Highway: Pacific
County: Multnomah

Remarks: Settled By Right Of Way

Defendant: Pacific Dev. (Property), Inc.
L-9356
R-58026
Section: Greeley Ramp-N. Banfield Intchge.
Highway: Pacific
County: Multnomah

Remarks: Settled By Right Of Way

Defendant: Shell Oil Company
L-9280
R-56951
Section: NW Doane Ave. - NW Balboa Ave. (Portland)
Highway: Columbia River
County: Multnomah

Remarks: Settled By Right Of Way

EXHIBIT J
MINUTES OF 12-19-89

November 9, 1989

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

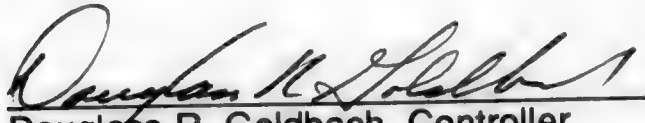
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On November 9, 1989, \$9,923,505.03 was distributed to the counties as their share of motor vehicle revenues for the month of October, 1989.

On November 9, 1989, \$6,196,356.31 was distributed to the cities for the month of October, 1989.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of November, 1989


Douglass R. Goldbach, Controller
Highway Division

*Ready for
microfilming*

VOLUME 17

PART 2

COMPLETE

MINUTES OF THE OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JANUARY 1, 1990

TO

JUNE 30, 1990

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION
WORKSHOP
JANUARY 9, 1990

On January 9, 1990, at 12 noon the Oregon Transportation Commission held a workshop in the Conference Room (122) of the Transportation Building in Salem. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Roger L. Breezley, Member
Cynthia J. Ford, Member
Judy Gregory, Interim Deputy Director of
Transportation
John Elliott, Director of Public Affairs
Joe Holden, Interim Administrator of Aeronautics
Division
Erik East, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Don Adams, Region 1 Engineer
Robert Pool, Region 2 Engineer
James Gix, Region 3 Engineer
Dale Allen, Region 4 Engineer
Dale Wilken, Division Administrator, Federal Highway
Administration
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer from The Oregonian.

Mr. Forbes said the purpose of this workshop was to provide the Commission with information as to how the funds were allocated to the five regions of the State in the 1991-96 Six-Year Highway Improvement Program.

Roland Casad, Manager of the Policy and Finance Section, gave an historical perspective as to highway use, taxes, and expenditures. He reviewed a chart containing information for each of the five regions as follows: 1987 population, registered vehicles, vehicle miles of travel, truck ton-miles, total taxes, use measure percent range, and total expenditures.

Cam Gilmour, Manager of the Program Section, explained the following chart to the Commission:

**COMPARISON OF NEEDS & PROGRAM
VERSUS USE MEASURES
(%s)**

REGION	NEEDS (Ident. in Hwy. Plan.)	RANGE	89-94 PROGRAM	91-96 PROGRAM 12/18 OTC Work- shop	91-96 PROGRAM 1/9 OTC Work- shop	91-96 Devel.
1	34	28-43	28	22	23	52
2	26	21-26	13	19	21	24
3	15	15-27	14	15	22	12
4	13	7-13	10	15	16	9
5	12	6-12	13	9	13	3
STATEWIDE			22	20	5	
TOTAL:	100		100	100	100	100

There was discussion concerning how the highway needs of the State were developed. Vice Chairman Whitty asked for a written explanation as how the needs are processed based on the computer model. Chairman Hollern said it has been the policy of the Commission not to fund arterials and there was discussion concerning this policy issue.

Chairman Hollern asked if it was the consensus of the Commission that Region 3 was low on its allocation of funds. Commissioner Ford said it would be difficult to try and justify the State's reflections of the needs of Region 3 to the people who live there. She felt the technical aspects of the needs will be difficult to explain to that area of the State. Chairman Hollern asked for the number of percentage ton miles by region on the Interstate versus off the Interstate System.

Commissioner Bolender expressed concern about the Access Oregon Highways Program. He felt that there may not be general support for it. Mr. Forbes felt there was a fair amount of support for the Program, except for the Portland urban area. Each of the Region Engineers then told the Commission how they felt the Access Oregon Highways Program was perceived in their region.

Chairman Hollern thought that it would be best to present the program, listen to the citizens and then modify it later, if necessary.

Mr. Gilmour outlined the changes made in the Six-Year Highway Improvement Program since the workshop on December 18, 1989, as follows: (Copy of Preliminary Program as of January 8, 1990, in Commission's files, Salem.)

CHANGES TO 12/18/89 DRAFT

<u>SECTION NAME</u>	<u>12/18/89 DRAFT</u>	<u>1/8/90 DRAFT</u>
<u>Region 1</u>		
Beaverton-Pltd. LRT Improvements	Develmnt., FEIS in 1992, \$70 Mil.	Phase 1, Const. in 1994 \$30 Mil. Phase 2, De- velopment, Final Plans in 1994 for \$40 Mil.
Western Bypass	Split into 2 units	1 in Development 1 in Reconnaissance
Columbia River - NE Failing	Const. in 1991	Const. in 1993 (workzone conflicts)
Added Footnote 4 indicating Tri-Met participation in the funding of Park & Ride projects.		
<u>Region 2</u>		
Pacific Way (Gearhart) - Dooley Bridge	Develmnt., FEIS in 1993, \$19 Mil.	Phase 1, Const. in 1996 for \$10 Mil. Phase 2, Develmnt. R/W Acq. in 1996 for \$9 Mil.
<u>Region 3</u>		
Umpqua River (Scottsburg) Bridge	Develmnt., FEIS, '94	Constrn. in 1995

(Continued on next page.)

SECTION NAME12/18/89 DRAFT1/8/90 DRAFTRegion 3 con't.Jct. Crater Lake
Hwy-Seven Oaks

Develmnt., FEIS, '94

Constrn. in 1996

W. 11th - Barger
Avenue

Develmnt., FEIS, '94

Constrn. in 1995

Barger Ave.-
Pacific Hwy. to
be combined w/
W. 11th-Barger

Requested

Dev., Final Plans, '94

Bunch's Bar
Curves

Reconnaissance

Develmnt., FEIS, '95

30th Ave.
Inter.

Requested

Develmnt., FEIS, '94

Manning Gulch
Slough-Green
Acres Curve

Requested

Develmnt., Final Plans
in 1995Saunders Lake -
Haynes Inlet

N/A

Develmnt, Final Plans
in 1993Steamboat Cr. -
Boulder Flat
(W Unit)

Dev., Final Plans, '91

Dev., Final Plans, '92

Steamboat Cr. -
Boulder Flat
(E Unit)

Dev., Final Plans, '92

Dev., Final Plans, '93

Goshen -
Immigrant Rd.

Unit 1, Const. '93

Complete Project
Constrn. in 1993Region 4Modoc Point -
Algoma

Dev., Final Plans, '91

Dev., FEIS in 1992

Kiwa Springs -
Mt. Bachelor

Const. 1990

Dev., Final Plans, '91

Shady Pine Rd. -
Klamath Falls NCL

Requested

Dev., Final Plans, '96

Rufus - Arlington
(E Unit)

Const. 1991

Const. '90; therefore
no longer in 91-96 HIP

(Continued on next page.)

January 9, 1990

- 8876 -

Added footnote 2 to:

Redmond - Bend (N. Unit)
Kah-Nee-Ta Jct. - Pelton Dam Rd.
WCL - ECL Sisters
Fremont & Warner Guardrail
Paradise Cr. - Klamath Co. Line

Changed footnote 2 to footnote 1 on: Bandit Springs SRA

Statewide

Changed State-funded surface preservation allocations from Statewide to Regionwide allocations.

Added \$500,000 each year for access management on Access Oregon Highways routes.

Deleted I-4R structural overlay allocations for 1993 through 1996 and identified specific projects throughout the State.

The Message from the Commission was revised as Commissioner Bolender requested. (The first paragraph was rewritten.)

The Commission then discussed the conduct at the public meetings which will be held beginning in February concerning the Program.

Commissioner Ford expressed hope that the citizens would view the Program as preliminary with the thought in mind that it could be changed.

There was also discussion concerning the local officials and private citizens having an equal amount of time to testify. The Commission suggested that the Region Engineers contact the local officials and urge that their presentations be concise and to the point. The following thoughts were given to the Region Engineers for advance planning and conducting the public meetings:

- 1) If several citizens comment that a certain project should not be delayed in the Program, a vote should be taken to eliminate repeated testimony.
- 2) It is only necessary to attend one meeting. This would eliminate the same person appearing at several meetings in order to be heard by a different Commissioner.
- 3) A synopsis be given by the citizens of their written documentation rather than reading it.

Vice Chairman Whitty moved for approval of the preliminary draft of the 1991-96 Six-Year Highway Improvement Program. (Copy of draft is in Commission's files, Salem.) The motion carried unanimously by the Commission.

The Commission then indicated which meetings they could attend as follows:

<u>LOCATION</u>	<u>COMMISSIONER</u>	<u>DATE</u>
Newberg	Breezley	February 20, 1990
The Dalles	Bolender	February 21, 1990
Corvallis	Ford	February 22, 1990
Bend	Hollern	February 22, 1990
Oregon City	Bolender	February 27, 1990
Tillamook	Whitty	February 27, 1990
Coos Bay	Ford	February 27, 1990**
Newport	Whitty	February 28, 1990
Roseburg	Ford	February 28, 1990***
Lakeview	Hollern	February 28, 1990
Hillsboro	Breezley*	March 1, 1990
Grants Pass	Whitty	March 5, 1990
Springfield	Breezley	March 6, 1990
Prairie City	Hollern	March 6, 1990
Gresham	Whitty	March 7, 1990
Milton-Freewater	Ford	March 7, 1990
Boardman	Hollern*	March 8, 1990
St. Helens	Bolender	March 8, 1990

*After the meeting, it was decided Hollern would attend the Hillsboro meeting and Breezley would attend the Boardman meeting.

**Date later changed to February 28, 1990.

***Date later changed to March 1, 1990.

Commissioner Bolender said it would be helpful to have dinner with the Region Engineers prior to the meetings.

Chairman Hollern called for a recess at 1:50 p.m.

At 2 p.m., Chairman Hollern reconvened the workshop.

Mr. Forbes said he would like to update the Commission on the Gainsharing Program.

Mr. Forbes reviewed his presumptions of a well run organization and his Measurement Incentive Strategy. He explained that the Gainshare Program is a sharing of dollar gains realized by the Highway Division with a group of employees who make the gains possible, such as paying bonuses on measurable performance. He also presented the productivity matrix using as an example Highway Maintenance.

Mr. Forbes explained the incentive components as follows:

Potential resource: The funds would come from budget reserve, contract labor savings, consultant fee savings, or planned overtime savings.

(Continued on next page.)

Distribution of the Gainshare Program would occur as follows:

50% back to the organization
50% shared by all employees
1/3 at Division level
1/3 at Region level
1/3 at District level

Mr. Forbes then displayed a chart showing the potential gains of 50 percent back "on the road". He said he would like the Commission's input if they felt the 50 percent split was a good idea.

Mr. Forbes said currently there are seven groups that are tracking performance since July with approximately 130 people involved. He said the Department is proposing to add 16 pilot groups with approximately 220 people involved by April of this year.

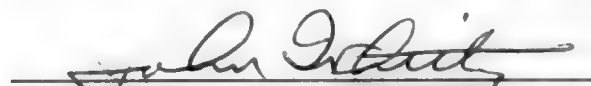
There was discussion and questions among the Commission concerning this Program. Commissioner Bolender felt that 50 percent may be too high and Chairman Hollern was concerned about the maximum amount of payment. The Commission was also concerned about a long delay in getting the Program fully operational. Vice Chairman Whitty asked if payments could be made in increments.

Mr. Forbes said the staff would take another look at the Program to see if full implementation could be advanced from July 1992 to July 1991.


The Commission approved the concept of 50 percent gains to employees with a maximum of 20 percent of an individual's annual salary.

The workshop adjourned at 2:35 p.m.

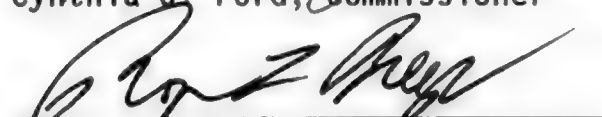

Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Roger L. Breezley, Commissioner

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

TOUR
DINNER MEETING
JANUARY 22, 1990

AND

AGENDA REVIEW
FORMAL MEETING
LUNCHEON
JANUARY 23, 1990

IN

CLACKAMAS COUNTY

At 2:30 p.m., January 22, 1990, the Oregon Transportation Commission met at the Monarch Motor Hotel, 12566 SE 93rd Avenue, Clackamas, for a bus tour with local officials to view major transit corridors (Milwaukie and I-205 Light Rail Transit lines) and highway projects. (Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.)

Present on the tour were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Don Adams, Region I Engineer
Ted Spence, Region I
John Elliott, Public Affairs Director
Dennis Moore, Administrator of Public Transit Division
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

Ed Lindquist, Clackamas County Board of Commissioners
Winston Kurth, Clackamas County
Rod Sandoz, Clackamas County
Tom VanderZanden, Clackamas County
Earle G. Culbertson, Sunnyside 205 Corridor Association

Mr. VanderZanden outlined the traffic congestion problem in the Clackamas Town Center area which will become worse in the near future. He mentioned that peak hour congestion and gridlock could extend to three hours if improvements are not made. He said the following streets could face peak hour gridlock by 2009: portions of I-205 (Sunnyside area), Stevens Road, Highway 212, Lawnfield Road, and 92nd Avenue and the majority of 82nd Avenue and Sunnyside Road.

Mr. VanderZanden outlined the major road improvement projects needed to alleviate the problem, the cost of the proposed projects, and the funding package as follows:

**CLACKAMAS TOWN CENTER AREA
TRANSPORTATION PROJECTS**

ESTIMATED COST (in millions)

	<u>R/W</u>	<u>CONST.</u>	<u>TOTAL</u>
I-205/Sunnybrook Split Diamond	\$.7	\$ 12.0	\$ 12.7
Sunnybrook Extension			
Alt. 1 108th	1.9	3.7	(5.6)
Alt. 2 Valley View	4.7	4.7	9.4
Monterey Overpass	-	2.2	2.2
I-205 Frontage Road	.5	4.0	<u>4.5</u>
TOTAL			(25) 29

FUNDING PACKAGE

	<u>CURRENT</u>	<u>PROPOSED</u>
FAU	0	1
County Road Fund	0	1
TIF Urban Renewal	\$ 7 million	9
ODOT	6.4 million (50/50)	13
TFT* Business Area Construction	<u>0</u>	<u>5 million</u>
TOTAL	\$13.4 million	\$29 million

*Transportation Funding Task Force

A tour route map was handed to the Commission along with written documentation concerning the major transit corridors and highway projects. Also included was a long-range Regional Transitway System Map. (Copy in Commission's files, Salem.)

The Commission then viewed the proposed I-205/Sunnybrook Split Diamond Interchange, Monterey Overpass, and the Johnson Creek Boulevard Interchange which is under construction.

Mr. VanderZanden also mentioned the Clackamas County Light Rail policy. (Copy of written policy in Commission's files, Salem.)

The Commission viewed the proposed Light Rail Transit Alignment showing the tunnel and Division Street, the proposed Light Rail Transit Connection from I-205 to the Portland International Airport, Milwaukie Corridor Alternatives Alignments.

Mr. VanderZanden explained the proposed I-205 Light Rail System would connect the Portland Airport to MAX at Gateway and continue south to the Clackamas Town Center.

The proposed McLoughlin/Clackamas Town Center Light Rail Project would connect Portland to Milwaukie at either a McLoughlin Boulevard route or the old PTC route. The corridor would continue along the Milwaukie Expressway to the Clackamas Town Center.

The tour concluded at 4:30 p.m.

That evening at 7 p.m., the Transportation Commission had dinner with local officials, legislators, and other interested business leaders at the Monarch Motor Hotel in Clackamas. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of
Transportation
John Elliott, Public Affairs Director
David Moomaw, Administrator of Motor Vehicles
Division
Dennis Moore, Administrator of Public Transit
Division
Joe Holden, Interim Administrator of Aeronautics
Division
Don Adams, Region I Engineer
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present and approximately twenty-one persons from the local area, consisting of officials from Clackamas County; legislators; Cities of Gladstone, Lake Oswego, Milwaukie, and West Linn; and various local business leaders.

Chairman Hollern opened the dinner meeting by saying the Commission was delighted to be in Clackamas County.

Following introductions, Clackamas County Commissioner Ed Lindquist suggested the topic of discussion during dinner as "Visions For Balancing Future Land Use and Transportation Needs".

After dinner, a spokesperson at each table summarized the discussion. The following topics were discussed:

- 1) Oregon is the natural distribution center to the Pacific Rim. The importance of Access Oregon was mentioned.
- 2) The 1990s will be the era of computers; working at home rather than at an office site.
- 3) Controlling urban growth, protecting the environment, and limiting growth.
- 4) There is confusion who is in charge concerning urban growth boundaries and transportation. There is need for a plan for the State of Oregon.
- 5) Growing congestion in the Portland-Clackamas County area.
- 6) Planning for today and for future growth.
- 7) The need for cooperation between State, local and private.
- 8) The need to keep the public informed.
- 9) Relationship with land-use planning, transportation, and coordination. It was mentioned that building more freeways in the metropolitan area is a part of the past.
- 10) Financing the needed improvements and the local's responsibility.
- 11) Light rail and buses should work together.
- 12) Financing transit.
- 13) Transit will carry an increasing number of people in the Metropolitan area.

Commissioner Breezley said there is a need to influence habits and for policies on land use. He said there is also a need to protect the future based on what is known today. He mentioned one of the reasons why he agreed to serve on the Commission was to try to help influence and improve communications.

County Commissioner Lindquist closed the meeting by saying Clackamas County is looking forward to working with the Commission to find alternatives to building freeways.

The dinner meeting adjourned at 8:30 p.m.

On January 23, 1990, at 8 a.m., the Transportation Commission met in Conference Room B of the Clackamas County Transportation and Development Office, 902 Abernethy Road, Oregon City, for an agenda review. (Notice of the agenda review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of
Transportation
John Elliott, Public Affairs Director
Bill Anhorn, Deputy State Highway Engineer
Dave Moomaw, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit
Division
Don Adams, Region I Engineer
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer of The Oregonian.

Roland Casad, Manager of Policy and Finance Section, briefed the Commission on a request which will be presented at the formal meeting for authority to select a consultant to study the US30 Multimodal Corridor. Commissioner Breezley expressed support for this project. (See formal meeting minutes for approval.)

Mr. Casad said there would be an item discussed at the formal meeting which did not appear on the agenda for authority to apply for more funds from the Federal Local Rail Services Assistance Program. He said the Port of Tillamook Bay and Lake County Railroads would be the recipients of these funds. (See discussion and approval in formal meeting minutes.)

Mr. Adams briefed the Commission on the results of his meetings with the I-5 Merchants Construction Association concerning the request to delay the Swift-Delta Interchange Project. He handed the Commission a letter explaining some of the staging details. (Copy in Commission's

files, Salem.) Mr. Adams said the project would be scheduled for receiving bids on the contract in March 1990. (See formal meeting minutes for report.)

Chairman Hollern inquired when the first phase of the Marquam Bridge would be ready for contracting. Mr. Adams discussed this project and explained that it would probably be in April.

There was discussion concerning the Clackamas County's proposal of \$29 million to fund the projects outlined on the tour. The planning process of the Sunrise Corridor Project was also discussed.

Mr. Bothman mentioned the JPACT discussion relative to pursuing light rail transit in the region. Chairman Hollern agreed with the need to focus attention on development of the Westside Project as the number one priority and to pursue the remaining corridors on a systems-planning basis, subject to any support by the Congressional delegation.

Mr. Anhorn said there will be an item on the agenda to rename the bridge over the Columbia River on the McNary Highway in Umatilla County The James H. Sturgis Bridge.

Mr. Anhorn also requested that the summary on the 1989 construction season be delayed until next month due to Mr. Forbes' absence.

The agenda review adjourned at 8:55 a.m.

On January 23, 1990, the Transportation Commission held its regular monthly meeting in Room A of the Clackamas County Transportation and Development Office, 902 Abernethy Road, Oregon City, beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of
Transportation
John Elliott, Public Affairs Director
Dennis Moore, Administrator of Public Transit
Division
David P. Moomaw, Administrator of Motor Vehicles
Division
Joe Holden, Interim Administrator of Aeronautics
Division
Don Adams, Region 1 Engineer
Al Steger, Federal Highway Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer of The Oregonian.

Chairman Hollern opened the meeting by saying the Commission was pleased to be in Clackamas County. He said Vice Chairman Whitty was ill and Commissioner Bolender had another commitment. He also mentioned that Don Forbes, the State Highway Engineer, was ill.

Commissioner Breezley moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the December 18 and 19, 1989, meetings.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2818 in Commission's files, Salem.)
- 3) Adopted OAR 738-110-010 through 738-110-050 concerning the renumbered Aeronautics statutes to cross reference with originally numbered statutes. This will prevent the necessity to amend and republish all administrative rules, publications or other documents previously published by the Division.

The proposed rule was published in the Secretary of State's Administrative Rule Bulletin. No comments or requests for a hearing were received. The permanent rule will be filed with the Secretary of State and effective that date. The rule will also be published in their Bulletin. (See Aeronautics Rule No. 12 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files in Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Interim Deputy Director	Exhibit C
State Highway Engineer	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Program Manager	Exhibit G
Parks Administrator	Exhibit H
Aeronautics Administrator	Exhibit I
Public Transit Administrator	Exhibit J
Assistant Attorney General	Exhibit K
Highway Controller	Exhibit L

The Commission unanimously confirmed their next meeting dates of February 19 and 20, 1990, in Salem. Mr. Elliott briefed the Commission on the dinner meeting with the new State Parks Commission on February 19.

The Commission set tentative dates for their following meetings on March 19 (dinner) and March 20 (formal), 1990, in Salem.

Mr. Bothman said the US30 Corridor between Portland and Astoria provides a vital transportation link to Oregon's economy. He commented there are many development opportunities at both ends and along this corridor. The proper mix of transportation services and facilities can maximize the economic benefits. He said the Department, along with the Economic Development Department, are proposing a study to assess the potential in this corridor and the appropriate types of transportation services and facilities needed to support this growth. He explained that the results of this study would provide a firm direction for future highway planning in this corridor. He requested approval to select a consultant to conduct the multimodal study at a cost not to exceed \$100,000. The study would begin in March and be completed by the end of 1990. Commissioner Breezley moved for approval of the request. The motion carried unanimously by the Commission. The Director or State Highway Engineer was authorized to sign the necessary contract.

Mr. Bothman recalled that in December the Commission had authorized the Department to apply for funds from the Federal Local Rail Service Assistance Program. He said the Port of Tillamook and Lake County Railroads would be the recipients of these funds. However, the recent flood in Tillamook County has caused damage to the Tillamook Rail Line at an estimated cost of \$750,000. He said that the Federal Railroad Administration and the Oregon Congressional delegation had been contacted to see if additional funds would be available to assist in the repair of the railroad and to do additional rehabilitation work on the line. At this time, an answer has not been received. The application deadline is February 9, 1990.

Mr. Bothman asked for permission to increase the application for Tillamook from \$997,956 to a potential \$1.7 million. In addition, the adopted supplement to the Oregon Rail Plan would have to be adjusted to reflect the new request. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission.

Harold Lasley, Manager of the Civil Rights and EEO Section, and Jerry Hoffman, Coordinator, gave a progress report on the Emerging Small Business Program. Their report is summarized as follows:

- 1) The Emerging Small Business Committee was divided into three subcommittees to explore major areas of concern identified by the Governor's Committee on Minority Business Participation.
- 2) The three groups have been studying the areas of bonding and financial assistance, contracting, and clearinghouse/training.
- 3) The program initiatives developed by each group were discussed. (A written report outlining the program initiatives for the three issues is in Commission's files, Salem.)

(Continued on next page.)

- 4) A final document is being prepared that outlines and describes key features of several program initiatives recommended by the Committee. It is hoped the document will be ready for Commission action by the February meeting.

Dwayne Hofstetter, Traffic Engineer, recalled that in 1979 the Commission had adopted the 1978 edition of the Manual on Uniform Traffic Control Devices as Oregon's Sign Manual pursuant to ORS 437.853. He said the Federal Highway Administration has now published a new 1988 edition of the Manual which includes all changes and revisions to date. He commented that the Federal Highway Administration's final adoption date of these changes was January 23, 1989. He mentioned that copies of the 1988 Manual have recently been made available to all cities and counties. He said that the Oregon supplements to the Manual have been revised to correspond to the new Manual. He stated that the Signing and Flagging Standards for Short-Term Work Zones are based on the principles set forth in the 1988 Manual and set a format for use by highway maintenance and utility workers. He said the recommendation is to adopt the documents by temporary rule so they may become effective immediately and to allow an opportunity to correct any shortcomings during use prior to final adoption by permanent rule.

Mr. Anhorn recommended amending OAR 734-20-005 and adopting as a temporary administrative rule the following documents:

- 1) The 1988 Manual on Uniform Traffic Control Devices.
- 2) The January 1990 Oregon Supplements.
- 3) The January 1990 Signing and Flagging Standards for Short-Term Work Zones as Oregon's Manual and Specifications of Uniform Standards for Traffic Control Devices.

Commissioner Ford moved for adoption of the temporary rule. The motion carried unanimously by the Commission. (Temporary Administrative Rule No. 355 was filed with the Secretary of State on February 1, 1990, and effective that date. The rule will be published in their Administrative Rule Bulletin on February 15, 1990.)

Mr. Hofstetter said in order for the Highway Division to document policy and provide published standards for the installation and operation of signs, signals, markings and illumination on the State Highway System, the Division intends to publish its own policies. He explained that these policies will be published as separate and compatible documents, based on the requirements of the Manual on Uniform Traffic Control Devices, which set forth Division policy on the installation and operation of traffic control devices on the State Highway System.

Mr. Anhorn then requested adoption of the Sign Policy, Signal Policy, Marking Policy, and Lighting Policy as published policies of the Highway Division. Commissioner Breezley moved for adoption of the policies. The motion carried unanimously by the Commission. (Copy of policies in Commission's files, Salem.)

Mr. Anhorn said there is a proposal from the Oregon Historical Society that the bridge over the Columbia River on the McNary Highway in Umatilla County be named The James H. Sturgis Bridge to honor his memory. He said the late Judge was responsible for developing a funding plan (tolls) for construction of the original bridge. He stated that the Oregon Geographic Names Board has unanimously recommended the name change. Under the Commission's guidelines of September 17, 1985, he recommended that this request be approved. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission. A plaque or sign bearing the name will be installed.

Mr. Anhorn recalled that in May of 1989 the Oregon Manufactured Housing Association had appeared before the Commission requesting revisions to the administrative rules for mobile homes and modular building units. He said the staff has studied their request and are recommending changes to the rules including eave overhangs, overall length, routes, and time of travel revisions. The pilot vehicle requirements for two-lane highways will not be changed due to safety. He said the Association is willing to accept the recommended changes and to study the financial impact of the pilot vehicle requirements. It is possible they may request reconsideration at a future date. Commissioner Breezley recommended adopting, repealing, and amending OAR 734-75-002 through OAR 734-75-080. The motion carried unanimously by the Commission. (See Permit Rule No. 50C in Commission's files, Salem. The rule will be filed with the Secretary of State and effective that date. It will also be published in their Administrative Rule Bulletin.)

Mr. Anhorn requested adding two projects to the Six-Year Highway Improvement Program and substituting a currently approved project with one that has more immediate need for construction. Commissioner Ford moved for approval of the following projects and the motion carried unanimously by the Commission. The State Highway Engineer was also authorized to sign the necessary agreements.

ADDED TWO PROJECTS TO THE CONSTRUCTION SECTION

- 1) Crater Lake Intchge. at Biddle Road (Phase II), Crater Lake Highway, ORE62, Milepoint 0.57, in Jackson County. Installation of a five-phase actuated signal and illumination work.

Added to the current Construction Program for 1990. The estimated cost of construction is \$120,000.

Funding would be provided from HES, the City of Medford, and a developer.

- 2) Stanton Blvd. Interchange-Heinz Blvd., Stanton Blvd. (County Road), Malheur County.

(Continued on next page.)

Added this project to the current Construction Program for 1990. The estimated cost of construction is \$2,360,000.

The Department of Corrections will build a new prison facility in this area in the spring of 1990. The county road is inadequate to serve the new facility and will require upgrading. Immediate Opportunity Funds are expected to be used for part of the construction costs.

PROJECT REVISIONS:

- 1) Rufus-Arlington (East Unit), Columbia River Highway, I-84, Milepoint 125.8-138.27, Gilliam County.

Added this project to the current Construction Program for 1990. The total estimated cost is \$5,080,000.

- 2) Rufus-Arlington (West Unit), Columbia River Highway, I-84, Milepoint 110.5-125.8, Gilliam County.

Delayed this project currently scheduled for 1990. The estimated cost of construction is \$5,117,000.

The wearing surface on the East Unit is deteriorating faster than the West Unit and is in immediate need of repair. Advanced construction of the East Unit in 1991 with West Unit construction to be dealt with in the Six-Year Program update.

At the recommendation of Mr. Anhorn, Commissioner Breezley moved for approval of increases in project authorizations on three contracts. The motion carried unanimously by the Commission on the following contracts:

- 1) Contract No. 10,797, North Fork John Day River (Dale) Bridge, Pendleton-John Day Highway, Umatilla County, in the amount of \$22,299.86 (12.2% increase).
- 2) Contract No. 10,792, NE Portland Highway at NE 201st Ave. and NE 223rd Ave., Multnomah County, in the amount of \$28,195.36 (16% increase).
- 3) Contract No. 10,648, East Fork Hood River (Dimmick Park) Bridge Section, Hood River Highway, Hood River County, in the amount of \$54,193.94 (6.9% increase).

Due to Mr. Forbes' absence, Mr. Anhorn said the 1989 construction season report will be made at the next Commission meeting.

Mr. Anhorn requested the Commission's approval to amend an agreement with the Metropolitan Service District (Tri-Met). He said the amendment will increase Tri-Met's workscope and add \$10,000 as compensation for services bringing the total contract amount to \$200,000.

for the Westside Light Rail Transit/Highway Project on the Sunset Highway/Highway 217 in Washington County. Tri-Met will continue to work through completion of the Westside Light Rail Project. He explained this amendment will cover an additional payment to Tri-Met for their environmental consultant to provide the services of a qualified computer-aided drafting and design operator and a civil engineer experienced in the use of McDonnell-Douglas software to perform highway design preliminary engineering functions. Commissioner Ford moved for approval of the amendment. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Mr. Adams briefed the Commission on his meetings with the I-5 Merchants Construction Association concerning their request to delay the Swift/Delta Park Interchange construction project on the Pacific Highway (I-5). He said that his staff had met with the Association, City of Portland and Metropolitan Service District to answer their concerns about traffic, light rail planning, sports complex and staging. Following a number of meetings concerning staging, an agreement has been reached to proceed with the project. He said the State agreed to the following:

To modify staging.

To have an intensive community liaison effort to keep the merchants informed of staging changes and all work on the project.

To continue to work on the staging to reduce the impacts of the project on the businesses.

To coordinate the public information program with the merchants.

Joyce Goetze stated on behalf of the I-5 Merchants Construction Association an agreement has been reached that will hopefully lessen the impacts of the business community and allow the project to proceed without further delay. She said the Association withdraws its request for a two-year delay of the project. She mentioned that they are hopeful these cooperative efforts will be a model for cooperation between government and the business community for future highway projects throughout the State. She said their Association is committed to remain involved through the duration of the project. She thanked the Commission, Representative Burton, and the staff for their patience and willingness to explain technical terms.

Mr. Adams said the project is scheduled for a March bid letting. Chairman Hollern praised the business community and the staff for finding a solution to a controversial and difficult subject.

Chairman Hollern recessed the meeting at 9:45 a.m. and reconvened it at 10:05 a.m.

Clackamas County Commissioner Ed Lindquist welcomed the Commission to Clackamas County and said he appreciated their efforts to travel out-of-town to meet with the local officials. He spoke concerning

the big picture of transportation problems, land use growth and demand. He said that Clackamas County is the second fastest growing county in Oregon and he gave the following expected increases from 1985 to the year 2009:

Population	56% increase
Employment	59% increase
Vehicle use of roads	75% increase
Clackamas Town Center growth	70% increase

As a result of this expected growth, Commissioner Lindquist said it is important to find alternatives to building more freeways and the County is now supporting light rail. He commented that light rail and transit are alternative ways as being able to solve part of the problem in quality of life in Clackamas County for the future.

Paul Haines, Public Works Director in Lake Oswego, gave an overview of Clackamas County's process in determining the priority list in the Six-Year Highway Improvement Program. He referred to a document entitled, "Summary - Transportation Priorities for Interstate and State Highway Projects in Clackamas County". (Copy in Commission's files, Salem.) He said this document contains the priorities of the county and the cities.

Gary Spanovich, Director of Transportation Planning and Engineering for Clackamas County, discussed the handout. He said the County looked at three major funding categories: Federal Aid Interstate; Access Oregon Highways; Federal Aid Primary, State, and State Modernization. He outlined the prioritized projects by funding categories as follows:

FEDERAL AID INTERSTATE PROJECTS

Priority 1: Existing Projects

- 1) I-205 and Sunnyside Road Interchange Northbound On-Ramp Widening. Amount requested: \$150,000.
- 2) I-205/Sunnybrook Split Diamond Interchange - move forward into construction. Amount requested: \$11.3 Million.
- 3) I-5/Kruse Way Interchange - move forward into construction. Amount requested \$30 Million.
- 4) I-5/Wilsonville Interchange - continue into construction. Amount requested: Engineering and Construction costs \$15,063,000.
- 5) Oregon City Park and Ride Lot - Construct Park and Ride Facility. Amount requested: Expenditure of \$350,000 already programmed.

(Continued on next page.)

Priority 2: New Projects

- 6) I-205 Park Place. Amount requested: \$500,000 for development only.
- 7) I-205 at Gladstone Interchange - redesign ramps and conduct preliminary engineering. Amount requested: \$500,000 for development only.
- 8) I-205 at Highway 43 Interchange - redesign ramps and conduct preliminary engineering and examine needs for auxiliary lanes. Amount requested: \$500,000 for development only.

ACCESS OREGON HIGHWAYS PROGRAM

- 1) I-205 and Rock Creek Jct. (Sunrise Corridor) - Full right-of-way acquisition 1993 and construction. Amount requested: \$100,000,000.
- 2) McLoughlin Shortfall (Sunrise Corridor) - Additional funding needed for Units 1, 2 and 3. Amount requested: \$11,616,000.
- 3) (Sunrise Corridor) Highway 224 from 99E - I-205 Environmental Impact Statement. Amount requested: \$500,000 (Preliminary Engineering only).
- 4) (Sunrise Corridor) Highway 212 Rock Creek Jct. to Highway 26 (including hill climbing lane). Environmental work by 1992, right of way 1993 followed by construction. Amount requested: \$50,000,000 for preliminary engineering and construction.
- 5) Highway 26 - Zig Zag to Rhododendron, 1990 continue with construction plans for grading, paving, structure, and signing. Amount requested: \$4,060,000 for construction has been programmed.
- 6) Highway 26 - Rhododendron to Timberline Highway. Grading, paving, structure, guardrail, rock fall protection. Amount requested: \$5,150,000 has been programmed.
- 7) Highway 26 - Heidi's Jct. - Madras Corridor Study (West Unit) Reconnaissance - followed by development and construction of recommended projects. Amount requested: None at present as the project is in the reconnaissance phase. Eventually funds will be required for construction.

January 23, 1990

- 8893 -

Mr. Spanovich said under the Federal Aid Primary, State Funding, and State Modernization Projects there are about 12 major intersections improvements that have been identified. (See written handout for specific projects. Copy in Commission's files, Salem.)

Michal Wert, Project Manager for the Highway Division, gave a status report on the Sunrise Corridor. She explained the route of the corridor, which goes from McLoughlin Boulevard onto Highway 26 at Heidi's. She said under development is the section from I-205 to Highway 26 and it is being conducted in two units. The first unit being conducted by a consultant is from I-205 to the Rock Creek Junction of Highway 212/224 and from Rock Creek Junction to Highway 26 following Highway 212. She said a bypass facility was being considered on unit one to relieve Highway 212/224 of congestion and a high accident rate.

Ms. Wert stated several alternatives are being considered for the second unit from Rock Creek to Highway 26. Some of the issues are relocations, land use, the potential to bypass Damascus and Boring, access control, and whether it should be an expressway-type facility or a freeway. She closed by saying public hearings on the draft environmental impact statements are scheduled tentatively for early 1991 and construction could begin by 1995.

Winston Kurth, Director of the Department of Transportation and Development for Clackamas County, said the Clackamas Town Center Area transportation projects outlined on the tour are needed based on the comprehensive plan and upon total development of the land in this area. He reiterated these projects are estimated to cost \$29 million. Of the \$29 million, \$13 million is the cost of the interchange. He said the County is in the process of looking at some partnership financing approaches. The State funding needed is \$13 million. He asked the Commission to consider this project in their update of the Six-Year Plan for construction in 1995.

Don Adams responded that the transportation system needs improving in Clackamas County; however, he views this as a local issue. He said the improvement needed on the freeway is to install auxiliary lanes in the area of the Sunnyside Interchange. He commented that it is a difficult choice where the funds should be allocated due to other high priority projects in the area, such as Kruse Way and the Sunrise Corridor.

Mr. Adams said he has suggested to Clackamas County to consider assuming the jurisdiction of 82nd Avenue from the Milwaukie Expressway Interchange up to the Multnomah County Line. He mentioned that this transfer of jurisdiction might be one way to enhance the transportation package as it would relieve the State of the long-term maintenance expense of 82nd Avenue.

Mr. Adams said it is difficult to address the immediate problem on establishing a priority for the Sunnybrook Interchange considering the limited resources.

Mike Jordan, Canby City Manager, spoke concerning the problems of peripheral communities near the metropolitan area. He said the peripheral communities are attracting the residential growth rather than the industrial and commercial growth that is needed to expand the economic base. Therefore, he commented, it is difficult to secure funds at the State level. He felt that industrial and commercial growth will occur if there is better access to Interstate 5. He said the City of Canby is looking forward to working with the State in order to gain better access to the Interstate System.

Lyman Houck, Estacada City Manager, addressed the funding problems in his City. He said their basic source of funding is the gas tax revenues and the Small City Allotment Fund. He asked that the Commission help ease their funding limitations by financing safety and intersection-type projects. He requested that the Commission consider changing the existing State Operations Fund Program as follows:

- 1) To increase the fund substantially from Access Oregon Highways Funds,
- 2) To make the funds eligible for both State and non-State Highways,
- 3) To create an annual allocation to each Region, and,
- 4) To ask that the Region Engineer work with the cities to allocate the funds for safety projects.

State Representative Dave McTeague said he supported the Sunrise Corridor, Sunnybrook Interchange, and light rail in the area. He mentioned the need for signals at certain intersections on Highway 212. He urged the Commission to look at the funding levels for signal-safety improvement projects.

Beth Hulsman read a letter from Senator Joyce Cohen. The letter indicated her support for the process by which the projects were selected and she urged funding for the three key Clackamas County transportation projects as follows:

- 1) The Sunrise Corridor,
- 2) I-205/Sunnybrook Split Diamond Interchange, and
- 3) I-5/Kruse Way Interchange.

Chairman Hollern thanked the delegation for their informative report.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11 a.m.

At 12 noon, the Transportation Commission traveled to The New Hope Community Church, 11731 SE Stevens Road, Portland, for lunch sponsored by the North Clackamas County and Oregon Tri-City Chambers of Commerce and the Sunnyside 205 Corridor Association. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
David Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of
Transportation
John Elliott, Public Affairs Director
Bill Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit
Division
Joe Holden, Interim Administrator of Aeronautics
Division
Don Adams, Region I Engineer
Fran Neavoll, Commission Services

There were other staff persons present. There were approximately 150 officials from Clackamas County, various cities, the two Chambers of Commerce, and the Sunnyside 205 Corridor Association.

Following lunch, there was a panel discussion consisting of Chairman Hollern, County Commissioner Lindquist, Mayor Roger Hall of Milwaukie and Mayor Wade Byers of Gladstone. The topic of the panel was Clackamas County's visions for balancing future land use and transportation needs to maintain a high quality living and working environment.

Chairman Hollern led off the discussion and his visions for the future are summarized as follows:

- 1) The personal vehicle will be the main way of transportation.
- 2) Freight trucks will dominate in freight and relative needs for the rail system.
- 3) There will be increases in transit in the next 35 years.
- 4) There is a need to maintain and preserve the highways more effectively. Access Oregon Highways will be completed in the next 35 years.
- 5) The Sunrise Corridor will be completed.

Chairman Hollern mentioned the Future's Forum held by the Commission several years ago. He said two problem areas were identified as urban congestion and rural access. He also referred to the constitutional amendment which will be on the May ballot.

County Commissioner Lindquist's transportation visions are summarized as follows:

- 1) Two additional transit lines.
- 2) No pollution.
- 3) The continued increase in truck traffic must be accommodated.
- 4) Carpooling, flex hours, and ramp metering.

Gladstone Mayor Wade Byers' visions are summarized as follows:

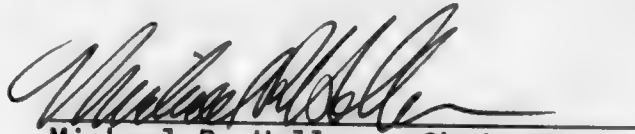
- 1) Improve the existing transportation system.
- 2) Improve interchanges and intersections that will help improve the flow of traffic. He felt that people will still use their cars.
- 3) Implement a Light Rail System to stay ahead of transportation problems.
- 4) Increase in tourism.
- 5) Transportation is going to increase the economy.

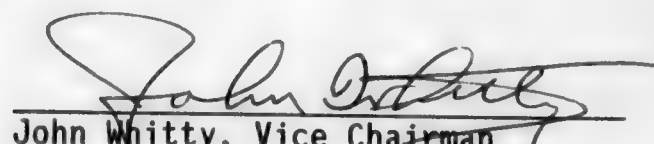
Milwaukie Mayor Roger Hall's visions are summarized as follows:

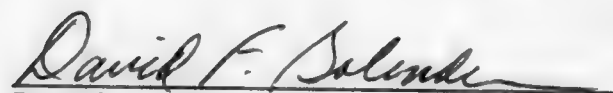
- 1) How is growth controlled and its effect.
- 2) Transit planning.
- 3) Balancing local area needs with larger area needs.

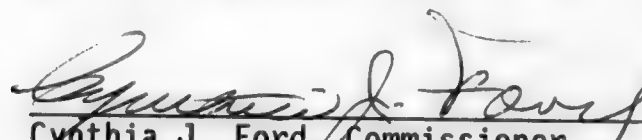
Following the panel discussion, questions were asked from the audience pertaining to when the Sunrise Corridor and Tacoma Street Overpass would be constructed, the litter problem on I-205 apparently caused by garbage trucks, landscaping on I-205, raising registration fees to finance police, patrolling the traffic flow in Oregon City, and rewarding communities for land use planning.

The luncheon adjourned at 1:15 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services

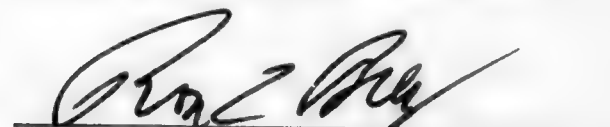

Roger L. Breezley, Commissioner

EXHIBIT A
MINUTES OF 1-23-90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Spencer Creek and Cape Creek Bridges Section*
Type of Work: *Bridge Repair & Cathodic Protection* F. A. No.: *State*
County: *Lincoln and Lane* Highway: *Oregon Coast Highway (U. S. 101)*
No. of Bidders: 3 Low Bidder: *Davey McKee Corporation dba Gunnite Co., Houston TX*
Low Bid: *\$4,235,551.33*
Engineer's Recommendation: *Reject all bids.*

2nd Bidder:	<i>Construction and Rigging Co., Bothell, WA</i>	<i>\$4,295,135.00</i>
3rd Bidder:	<i>Hamilton Construction Co., Springfield, OR</i>	<i>\$4,372,037.00</i>

Public Interest Finding

On November 16, 1989 proposals were opened and read for Spencer Creek and Cape Creek Bridges Section of the Oregon Coast Highway of Lincoln and Lane Counties. Three bids were received and opened. All prices bid were substantially higher than the engineer's estimate and exceeded the budget for the construction of this project. Given these facts, it is the judgement of the Oregon Transportation Commission that the best interest of the state will be served if all bids are rejected.

On November 28, 1989, I accepted the State Highway Engineer's recommendation for rejection of the above project on which bids were received on November 16, 1989.

Dated this 12 day of December, 1989

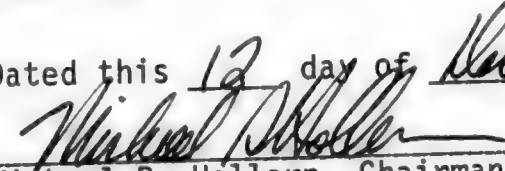

Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 1-23-90

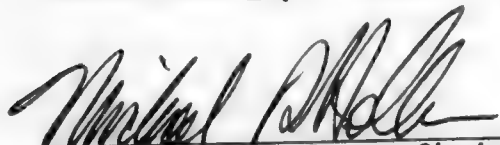
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Supplemental interagency agreement with Oregon State University to conduct a Resilient Modulus Testing Workshop. This supplement provides an additional \$9,000 for a new total not to exceed \$29,000, which is necessary due to the attendance far exceeding the original estimate. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this ^{12th} 7 day of Dec, 1989



Michael P. Hollern, Chairman
Oregon Transportation Commission

November 15, 1989

APPROVED

STATE HIGHWAY ENGINEER
DATE 12/7/89

EXHIBIT A
MINUTES OF 1-23-90

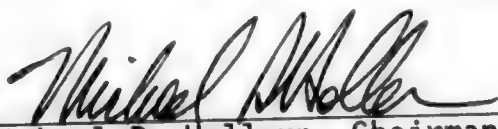
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Approve a personal service contract for consultant assistance in designing a centralized information system for the Right of Way Section to organize and keep vital information using modern methods and equipment. The study, at an estimated cost of \$49,700, is necessary to further the Section's plans for a more cost effective, streamlined system. (Phase 2). (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 28 day of December, 1989


Michael P. Hollern, Chairman
Oregon Transportation Commission

December 20, 1989

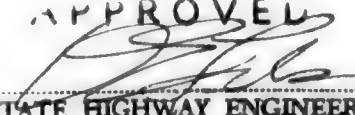
APPROVED

STATE HIGHWAY ENGINEER
DATE 12/22/89

EXHIBIT B
MINUTES OF 1-23-90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1	Project:	Spencer Creek and Cape Creek Bridges Section		
Type of Work:	Bridge Repair & Cathodic Protection	F. A. No.:	State	
County:	Lincoln and Lane	Highway:	Oregon Coast Highway (U. S. 101)	
No. of Bidders:	3	Low Bidder:	Davey McKee Corporation dba Gunnite Co., Houston TX	
Low Bid:	\$4,235,551.33			
Engineer's Recommendation: Pending				

2nd Bidder:	Construction and Rigging Co., Bothell, WA	\$ 4,295,135.00
3rd Bidder:	Hamilton Construction Co., Springfield, OR 97477	\$ 4,372,037.00

No. 2 Project: N. E. Grand Avenue @ N. E. Halsey Street (Portland) Section
Contract 10,831
Type of Work: Traffic Signal Installation F. A. No.: State
County: Multnomah Highway: Pacific Highway East (OR 99E)
No. of Bidders: 4 Low Bidder: Tice Electric Co., Portland, OR 97215
Low Bid: \$ 52,925.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	<i>W. R. Grasle Co., Portland, OR 97208</i>	\$	53,984.00
3rd Bidder:	<i>Cherry City Electric, Inc. dba Hamilton Electric, Eugene, OR 97440</i>	\$	61,676.70

No. 3 Project: N. E. 138th Avenue-N. E. 181st Avenue (Portland) Section
Contract 10,832
Type of Work: Grading & Storm Sewers F. A. No.: IX-9964(2) & State
County: Multnomah Highway: N. E. Airport Way
No. of Bidders: 4 Low Bidder: Kiewit Pacific Co., Vancouver, WA 98668
Low Bid: \$ 3,590,799.30

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.

2nd Bidder:	Elting, Incorporated, Clackamas, OR 97015	\$ 3,749,471.45
3rd Bidder:	Tri-State Construction, Inc., Bellevue, WA 98009	\$ 3,764,545.20

B
EXHIBIT
MINUTES OF 1-23-90

No. 4 Project: Catherine Creek (Union) Bridge Section
Type of Work: Grading, Paving & Structure Contract 10,833
F. A. No.: BROS-3100(18)
County: Union Highway: N. Bellwood Street
No. of Bidders: 4 Low Bidder: Michael A. Becker General Contractor, Union, OR 97883
Low Bid: \$ 157,429.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to receipt of deposit by the City of Union.

2nd Bidder: Weaver Construction Co., La Grande, OR 97850 \$ 164,460.00
3rd Bidder: Dice Construction, Inc., Bend, OR 97708 \$ 180,191.50

No. 5 Project: Beaverton-Tualatin Highway at S. W. Bridgeport Road (Durham) Section
Type of Work: Grading, Paving, Signing & Signals Contract 10,834
F. A. No.: M-9091(16)
County: Washington Highway: Beaverton-Tualatin
No. of Bidders: 8 Low Bidder: Coffman Excavation, Inc., Oregon City, OR 97045
Low Bid: \$ 237,654.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Durham and Washington County and receipt of deposit by the City and deposit by the County.

2nd Bidder: Morse Bros., Inc., Lebanon, OR 97355 \$ 245,857.75
3rd Bidder: White Construction Co., Lake Oswego, OR 97035 \$ 249,942.00

On November 21, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on November 16, 1989, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3, 4, and 5, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 11 day of DECEMBER, 1989

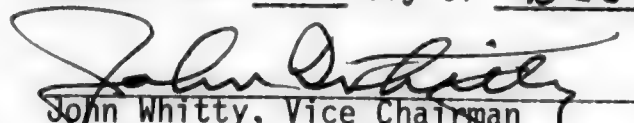

John Whitty, Vice Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT C
MINUTES OF 1-23-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

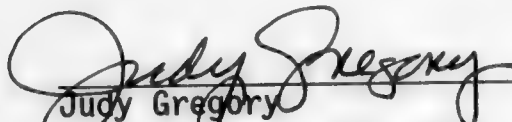
Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On December 1, 1989, approved a supplemental interagency agreement with the Bureau of Governmental Research at the University of Oregon relating to land use and transportation planning policy issues. This supplement extends the contract completion date to June 30, 1990, at no additional cost. (Approved by Gary Potter.)
- 2) On December 5, 1989, approved a personal service contract with Gossard-Pyron Associates for assistance to Central Services Managers, Policy and Finance staff, and Transportation Accounting staff to increase organizational effectiveness through development of a team management process. This contract is effective from December 5, 1989, to February 1, 1990, at a cost not to exceed \$4,750. (Approved by Gary Potter.)
- 3) On December 8, 1989, signed a personal service contract with Amundson Associates to develop a remodeling design for the main Conference Room in the Transportation Building in Salem. Design development phases of this contract cover the period January 10, 1990, to April 18, 1990, at a cost not to exceed \$7,000. At that time, a decision will be made whether to proceed with the contract at a total cost not to exceed \$20,000 and a contract ending date of June 30, 1991. (Chairman Hollern approved the \$7,000 investment October 23, 1989. Contract signed by Gary Potter.)
- 4) On December 14, 1989, approved a personal service contract with Linton, Miels, Reisler & Cottone, Ltd., to advise the Department on legislative strategies for the next Federal Surface Transportation Assistance Act effective December 17 to December 23, 1989, at a cost not to exceed \$3,900. (Approved by Gary Potter.)

EXHIBIT C
MINUTES OF 1-23-90

- 5) On December 18, 1989, approved an agreement between the Central Services Division and the Parks and Recreation Division in which Central Services Division will continue to provide administrative support services to the Parks Department after January 1, 1990. These services include Personnel, Employee Development, Health and Safety, Mail Service, Revenue Forecasting, Internal Audit, and Accounting functions. (Approved by Gary Potter.)

Dated this 4th day of January, 1990


Judy Gregory
Interim Deputy Director

January 3, 1990

EXHIBIT D
MINUTES OF 1-23-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On November 16, 1989, approved a contract with J. M. Colosimo Associates, Inc., for organizational planning and development to assist the Division in establishing a planning process for 1990. This contract is effective December 5, 1989, through December 31, 1990, at a cost not to exceed \$9,975. (Contract approved by William Anhorn for State Highway Engineer.)
- 2) On November 17, 1989, approved a personal service contract with Arlene Landry for professional writing and editorial services for documents published by the Highway Division, effective December 5, 1989, to November 1, 1990, at a cost not to exceed \$10,000. (Signed by William Anhorn for State Highway Engineer. Agreement approved by Chairman Hollern on July 15, 1989.)
- 3) On November 17, 1989, approved a cooperative fencing agreement with the Division of State Lands, the Bureau of Land Management, and the Little Juniper Grazing Association to install livestock fencing on the Lakeview-Burns Highway between M.P. 49.15 and M.P. 52.40. Division will supply 625 steel posts at a cost not to exceed \$1,500. (Agreement approved by D. O. Christensen for State Highway Engineer.)
- 4) On November 20, 1989, approved an agreement with the Mt. Hood Recreation Association which provides for the collection of traffic volume data on the Mt. Hood and Warm Springs Highways near Mt. Hood in Clackamas and Hood River Counties at a cost not to exceed \$9,000. (Agreement approved by William Anhorn for State Highway Engineer.)

EXHIBIT D
MINUTES OF 1-23-90

- 5) On November 20, 1989, approved a personal service contract with OBEC Consulting Engineers for preliminary and final design services necessary for replacing structures on the Elk Creek & Lewis Creek Bridges on the Crater Lake Highway in Jackson County. This contract covers the period December 5, 1989, through December 31, 1992, at a cost not to exceed \$69,700. (Signed by William Anhorn for State Highway Engineer. Agreement approved by Transportation Commission February 21, 1989.)
- 6) On December 4, 1989, approved an interagency agreement with Union County to perform law enforcement services at Sno-Parks in the vicinity of the Anthony Lakes and Spout Springs ski areas through March 26, 1990, at a cost not to exceed \$3,000. (Agreement approved by William Anhorn for State Highway Engineer.)
- 7) On December 7, 1989, signed a personal service contract with OBEC Consulting Engineers for bridge inspection services in geographical area 8901 in Clatsop, Columbia, and Hood River Counties covering the period December 12, 1989, to December 31, 1990, at a cost not to exceed \$95,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)
- 8) On December 7, 1989, signed a personal service contract with OBEC Consulting Engineers for bridge inspection services in geographical area 8904 in Lincoln and Polk Counties covering the period December 12, 1989, to December 31, 1990, at a cost not to exceed \$138,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)
- 9) On December 7, 1989, signed a personal service contract with CH2M Hill Northwest, Inc. for bridge inspection services in geographical area 8905 in Linn, Marion and Washington Counties covering the period December 12, 1989, to December 31, 1990, at a cost not to exceed \$204,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)

D
MINUTES OF 1-23-90

- 10) On December 7, 1989, signed a personal service contract with CH2M Hill Northwest, Inc. for structural design and construction engineering assistance for the replacement of the Miami River Bridge on the Oregon Coast Highway in Tillamook County. This contract covers the period December 12, 1989, to January 31, 1992, at a cost not to exceed \$48,336. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved February 21, 1989.)
- 11) On December 8, 1989, signed a personal service contract with Alpha Engineers, Inc. for bridge inspection services in geographical area 8902 in Coos, Curry, Jackson, and Klamath Counties covering the period December 12, 1989, to February 28, 1992, at a cost not to exceed \$270,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved May 16, 1989.)
- 12) On December 8, 1989, approved a maintenance agreement with Malheur County for the control of noxious weeds on State highway rights-of-way. Costs are not to exceed the set limit of \$6,000 annually.
- 13) On December 11, 1989, approved Supplement No. 1 to a personal service contract with Sun Country/Compass Engineering, a JV, for engineering services on Region 4 Geographical Area S-4A. This supplement extends the completion date of the contract to December 31, 1990. (Original contract approved by Transportation Commission July 21, 1987.)
- 14) On December 11, 1989, approved membership agreements with the Nautilus/Aerobics Plus Fitness Centers, McIntires Athletic Club, and the Milwaukie Health Club establishing group membership programs for ODOT employees (part of the Employee Wellness Program) at a cost of \$500 each for a total of \$1,500. (Agreements approved by William Anhorn for State Highway Engineer.)
- 15) On December 12, 1989, signed a personal service contract with Pinnell Engineering, Inc. for DBE bid estimating and project management assistance covering the period December 12, 1989, to September 30, 1990, at a cost not to exceed \$25,000. (Contract signed by William Anhorn for State Highway Engineer. Chairman Hollern approved December 1, 1989.)

EXHIBIT D
MINUTES OF 1-23-90

- 16) On December 13, 1989, signed a personal service contract with American Contractor Center for DBE pre-bid conferences and quarterly forums covering the period December 15, 1989, to September 30, 1990, at a cost not to exceed \$45,000. (Contract signed by William Anhorn for State Highway Engineer. Chairman Hollern approved December 1, 1989.)
- 17) On December 18, 1989, signed a personal service contract with INFOTEC Research, Inc., to provide cultural resources services on a project-by-project basis for the Environmental Section effective December 21, 1989, to November 30, 1990, at a cost not to exceed \$100,000. (Approved by Oregon Transportation Commission on August 15, 1989.)
- 18) On December 18, 1989, approved an agreement with the Columbia River Gorge Commission to provide Highway Division landscape architects to participate in a scenic corridor study which is needed for three major highways within the Columbia River Gorge National Scenic Area. The Commission will reimburse the Division for costs up to \$7,000.
- 19) On December 18, 1989, approved an agreement with the City of Springfield which clarifies signal power and maintenance responsibilities on the Eugene/Springfield Highway at McKenzie Highway and the Springfield Secondary Highway at Centennial Boulevard in Lane County.
- 20) On December 18, 1989, approved an agreement with the City of Springfield which clarifies signal power and maintenance responsibilities on the Eugene/Springfield Highway at 42nd Street signal in Lane County.

Dated this 9 day of Jan, 1990



Donald E. Forbes, State Highway Engineer

January 3, 1990

EXHIBIT D
MINUTES OF 1-23-90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

<u>CONTRACTOR AND CONTRACT NO.</u>	<u>SECTION AND COUNTY</u>
Oregon Asphaltic Paving Co. Contract No. 10798 Acceptance Date: 12-20-89	Medical Springs Oiling Project Union and Baker
Roseburg Paving Co. Contract No. 10753 Acceptance Date: 12-20-89	Dixonville-Glide Douglas
Roy L. Houck Construction Contract No. 10697 Acceptance Date: 12-20-89	Austin Avenue-Eastside Bypass (Klamath Falls) Klamath
Morse Bros., Inc. Contract No. 10656 Acceptance Date: 12-20-89	Brooklake Road - Chemawa Road Marion
Sauble Landscaping, Inc. dba Standard Paving Co. Contract No. 10426 Acceptance Date: 12-19-89	Corvallis/Lebanon Intch.-Halsey Interchange Linn
Oregon Asphaltic Paving Co. Contract No. 10594 Acceptance Date: 12-19-89	Clackamette Road - Hedges Street Clackamas
MOCON Corp. Contract No. 10585 Acceptance Date: 12-13-89	Highlands (Portland Zoo) Intch. Multnomah
E.M.W. Construction Co. Contract No. 10645 Acceptance Date: 12-13-89	Beaver Creek (Adams Rd.) Bridge Columbia
J.A.L. Construction, Inc. Contract No. 10558 Acceptance Date: 12-15-89	Larch Mountain Road Slide Multnomah
Benton Electric, Inc. Contract No. 10509 Acceptance Date: 12-15-89	SE 8th Ave. - SE 9th Ave. (Portland) Multnomah

EXHIBIT D
MINUTES OF 1-23-90

REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER
Page 2

White Construction Co. Contract No. 10663 Acceptance Date: 12-12-89	Klamath Falls-Malin Hwy. at Lower Klamath Hwy. Klamath
J. C. Compton Contractor, Inc. Contract No. 10728 Acceptance Date: 12-11-89	Region 4 Recycle Projects Deschutes & Klamath
Elte, Inc. Contract No. 10756 Acceptance Date: 12-6-89	White River Rock Production Hood River and Clackamas
White Construction Co. Contract No. 10698 Acceptance Date: 12-6-89	Beaver Creek Bridges Lincoln
Bracelin-Yeager Excavating and Trucking, Inc. Contract No. 10727 Acceptance Date: 11-30-89	Arizona Beach-Euchre Creek Curry
Holm II, Inc. Contract No. 10162 Acceptance Date: 12-1-89	Airlie Rd. Culv. & Peterson Creek Bridge Polk

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$25,337,964.60	\$91,184,568.08
Anticipated Costs	\$23,767,754.44	\$90,230,481.03
Percentage Overrun (Underrun)	-6.6%	-1.1%

January 5, 1990


Donald E. Forbes
State Highway Engineer

BLW: ^C

CPC/FL6 ^E

EXHIBIT E
MINUTES OF 1-23-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission, subdelegated to the Traffic Engineer, the following actions were taken:

- 1) On November 28, 1989, approved a parking prohibition on NE Portland Highway No. 123 at M.P. 17.06 (north side) in the City of Fairview, Multnomah County.
- 2) On November 30, 1989, approved posting of a standard regulatory 10 miles per hour speed zone at various weigh stations at Rocky Point, Rock Creek, Noti, Walterville, Eola, and Fort Hill. (Authority to post speed zones was given April 24, 1980, as shown in Speed Zone Order No. 832.)
- 3) On December 19, 1989, approved a parking prohibition on Cascade Highway South No. 160 between M.P. 12.98 and M.P. 13.03 in the Community of Liberal, Clackamas County.

Dated this 5th day of January, 1990



Dwayne Hofstetter, Traffic Engineer

January 4, 1990

EXHIBIT F
MINUTES OF 1-23-90

DATE: JANUARY, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 30) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

- 1) LANE COUNTY: SUTTON LAKE-FLORENCE - OREGON COAST HIGHWAY:
File 53420 - containing 0.60 acres; \$9,000; Approved 12/08/89.
- 2) MARION COUNTY: CHEMAWA ROAD-HICKORY ST. - SALEM PARKWAY:
Files 44618-21 & 44740 - containing 2.05 acres; \$230,000; 12/28/89.
- MULTNOMAH COUNTY: MARQUAM BRIDGE-S.E. 84TH AVE. - MT. HOOD FREEWAY:
- 3) File 44444 - containing 4,000 sq. ft.; \$7,500; Approved 12/06/89.
- 4) File 44744 - containing 4,990 sq. ft.; \$8,000; Approved 12/05/89.
- 5) File 44919 - containing 3,500 sq. ft.; \$7,000; Approved 12/05/89.
- 6) File 45066 - containing 5,000 sq. ft.; \$8,000; Approved 12/05/89.
- 7) WASHINGTON COUNTY: LUCK QUARRY - SUNSET HIGHWAY: Files 9780 & 9781-
containing 20.97 acres; \$30,600; Approved 12/27/89.

AGREEMENTS: (35-48)

- 8) ODOT Agreement No. RR 1304; Permit of Entry; with Southern Pacific Transportation Company; CURTIS AVE.-COALBANK SLOUGH (COOS BAY); OREGON COAST HIGHWAY; COOS COUNTY; Permitting State to enter immediately upon R.R. property for Hwy. 101 improvements; Approved 12/11/89.
- 9) ODOT Agreement No. RR 1305; with Southern Pacific Transportation Co.; SPTC agrees to widen crossing, install two OPUC Standard No. 2 Flashing Lights and two OPUC Standard No. 4 Automatic Gates at grade crossing of KEENE ROAD and the Siskiyou Mainline of SPTC (OPUC Crossing No. C-731.0); near GERVAIS; MARION COUNTY; Estimated Cost \$118,163 (State agrees to bear 90% of cost); Approved 12/26/89.

PERSONAL SERVICE CONTRACTS: (35-47)

- 10) Personal Service Contract with Richard Hintz for survey of the former Morin Shell Station property in Bunker Hill and set property corners; File 54080; \$575; Approved 12/29/89.

R/W SERVICE AGREEMENTS: (35-50)

- 11) Real Property Services Agreement No. 370 with Aeronautics Division; C. & A. No. 10,079; AURORA STATE AIRPORT; MARION COUNTY; Highway agrees to act on behalf of Aeronautics in performing acquisition of real property for Agency; Approved 12/01/89.

EXHIBIT F
MINUTES OF 1-23-90

Report of Actions Taken Under Delegated Authority
January, 1990
Page Two

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE
HIGHWAY DIVISION: (35-41)

BENTON COUNTY:

DIGGER CREEK BRIDGE - ALSEA HIGHWAY:

58567	Robert S. Doughty	\$ 23,000 App. 12/15/89
58570	Jean Lamb	\$ 2,000 App. 12/07/89

CLACKAMAS COUNTY:

M.P. 9.99 - OSWEGO HIGHWAY:

6007 005	Group 3 Investors	\$Donation App. 12/01/89
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OSWEGO HWY. @ PIMILICO DR. (WEST LINN) - OSWEGO HIGHWAY:

57526	Wayne A. Goff	\$ 2,100 App. 12/20/89
57527	Thomas E. & Wanda Taylor (C.P.)	\$ 1,250 App. 12/05/89
	Viola E. Valo (Fee)	
58343	Group 4 Investors	\$Donation App. 12/26/89

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:

57799	Alvin B. & Delores E. Friedrich	\$ 4,000 App. 12/01/89
57801	Guy W. & L. Jayne Williams (C.P.)	\$ 10,445 App. 12/26/89
	Harold N. & Nancy A. Howard (Fee)	

ZIG ZAG-RHODODENDRON - MT. HOOD HIGHWAY:

57705	Carol Lynn Furlong Cunningham	\$ 200 App. 11/16/89
57710	Soim Reichlein, Wendell Halseth;	\$ 250 App. 12/13/89
	Warren Kilby	
57715	Oregon Area Council of Girl Scouts, Inc.	\$ 7,400 App. 11/28/89
57719	Jack P. & Claudia A. Yoes	\$ 41,000 App. 11/27/89

COLUMBIA COUNTY:

SCAPPOOSE-MCL - COLUMBIA RIVER HIGHWAY:

56482	O. V. & Norma E. Wirta	\$ 3,950 App. 12/01/89
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COOS COUNTY:

MARLOW CREEK BRIDGE - COOS RIVER HIGHWAY:

58284	Lyle L. & Maxine McGuire	\$ 200 App. 12/20/89
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CURRY COUNTY:

ROGUE RIVER BRIDGE-GOLD BEACH - OREGON COAST HIGHWAY:

58536	Wilbur & Eunice Smith	\$ 1,550 App. 12/21/89
58553	Karen R. Kelley	\$ 700 App. 12/26/89

EXHIBIT F
MINUTES OF 1-23-90

Report of Actions Taken Under Delegated Authority
January, 1990
Page Three

OPTIONS: (Continued)

DESCHUTES COUNTY:

O'NEIL JCT.-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:

57528	Ken Zitek	\$ 4,200 App. 11/28/89
57550	Walter & Pearl Walden; Arden & Kathleen Eby	\$ 17,350 App. 12/29/89
57570	John C. Ryan	\$ 1,700 App. 12/01/89
57594	Gerald M. Wilson; Philip R. Dungan; Stanley L. Peterson	\$ 100 App. 12/18/89
57781	Robert C. Young	\$ 3,400 App. 12/12/89

DESCHUTES/KLAMATH COUNTIES:

U.S. 97 PASSING LANES - THE DALLES-CALIFORNIA HIGHWAY:

6008 005	U. S. Department of Interior Bureau of Land Management (Timber)	\$ 480 App. 12/13/89
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DOUGLAS COUNTY:

CAMAS VALLEY - COOS BAY-ROSEBURG:

57498	Sam H. & Norma Bright	\$ 8,425 App. 12/26/89
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HOOD RIVER COUNTY:

EMIL CREEK-MT. HOOD WINERY - WOODWORTH DRIVE:

58243	Glen M. & Linda Cody (C.P.) Howard L. & Evelyn G. Giebink (Fee)	\$ 400 App. 12/01/89
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MT. HOOD-LONG PRAIRIE RD. - MCKENZIE-BEND & THE DALLES-CALIFORNIA HIGHWAY:

57103	William A. & Aidee Farwig	\$ 4,350 App. 9/06/89
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JOSEPHINE COUNTY:

S. HIGHLINE CANAL-MURPHY CREEK RD. (UNIT 2) - JACKSONVILLE HIGHWAY:

58346	Charles & Shirley Shipley	\$ 1,000 App. 12/01/89
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KLAMATH COUNTY:

CHILOQUIN STATE AIRPORT:

57879	Henry C. Anchondo	\$ 14,200 App. 12/05/89
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FORGE RD.-LOBERT RD. (SOUTH) - THE DALLES-CALIFORNIA HIGHWAY:

58036	Edward L. & Esther E. Harden (C.P.) Carl Dawson (Fee)	\$ 4,300 App. 11/27/89
58042	Train Mountain, Inc.	\$ 1,990 App. 12/29/89
58043	Jeld-Wen, Inc.	\$ 3,200 App. 11/28/89

EXHIBIT F
MINUTES OF 1-23-90

Report of Actions Taken Under Delegated Authority
January, 1990
Page Four

OPTIONS: KLAMATH COUNTY: (Continued)

KERN SWAMP RD.-WEYERHAEUSER RD. - GREEN SPRINGS HIGHWAY:
57764 Dale M. & Wanda G. Harris \$ 1,920 App. 10/19/89

PASSING LANES - MCKENZIE-BEND & THE DALLES-CALIFORNIA HIGHWAY:
6008 006 U. S. Dept. of Agriculture \$4,127.74 App. 12/13/89
Forest Service (Timber)

LANE COUNTY:

GRAY CREEK (CEDAR FLAT) STRUCTURE - MCKENZIE HIGHWAY:
55729 Beulah R. Hart \$ 1,500 App. 12/13/89

SALMON CREEK (OAKRIDGE) BRIDGE - WILLAMETTE HIGHWAY:
6029001 Jerald M. & Shirley J. Davidson \$ 150 App. 12/08/89
6029003 John E. & Myrtle E. Davidson \$ 150 App. 12/01/89

LINN COUNTY:

LAKE CREEK-I-5 - CORVALLIS-LEBANON HIGHWAY:
55484 Coast Distributors, Inc. \$ 12,500 App. 12/05/89

QUEEN AVE.-CORVALLIS/LEBANON HWY. - CORVALLIS-LEBANON HIGHWAY:
56011) Lloyd E. Westling \$ 15,000 App. 11/20/89
Donald R. & Susan M. Ramsay
56011) Foress Sign Company \$ 9,825 App. 11/20/89

MULTNOMAH COUNTY:

S.E. 221ST - S.E. 242ND AVES. - S.E. STARK ST.:
58410 Ray A. Swayne, Jr. & Della M. Swayne \$ 200 App. 11/01/89
58416 Theodore R. & Gretchen Goodall \$ 200 App. 11/01/89

SWIFT INTERCHANGE-DELTA PARK INTERCHANGE - PACIFIC HIGHWAY:
57581 Harold S. Jeans, et al \$ 19,000 App. 11/20/89

TILLAMOOK COUNTY:

MIAMI RIVER BRIDGE - OREGON COAST HIGHWAY:
58203 Robert E. & Barbara Olson \$ 6,900 App. 12/01/89
58204 Division of State Lands \$1,035.76 App. 12/06/89

SIMMONS CREEK-PLEASANT VALLEY RD. - OREGON COAST HIGHWAY:
58658 Ruth L. Hodgdon \$ 1,640 App. 12/06/89

EXHIBIT F
MINUTES OF 1-23-90

Report of Actions Taken Under delegated Authority
January, 1990
Page Five

OPTIONS: (Continued)

WASHINGTON COUNTY:

LOWER BOONES FERRY RD.-SAGERT RD. - PACIFIC HIGHWAY:
57700 Garry L. La Point (Lessee) \$ 2,900 App. 11/17/89
58589 Division of State Lands \$3,997.15 App. 12/06/89

M.P. 5.24 - BEAVERTON-TUALATIN HIGHWAY:
6007 010 Bonnie Noyes & John M. Sigler \$Donation App. 12/01/89

M.P. 6.895 - BEAVERTON-TUALATIN HIGHWAY:
6007 009 Titan Properties \$Donation App. 12/01/89

PACIFIC HWY. W. @ CANTERBURY LANE - PACIFIC HIGHWAY WEST:
57696 Jerry R. & Ann M. Cox \$ 3,800 App. 06/21/89

SCHOLLS @ HALL BLVD. - SCHOLLS HIGHWAY:
57034 Pacific First Federal Savings & Loan \$ 843.50 App. 12/05/89

S.E. 21ST-BASELINE - TUALATIN VALLEY HIGHWAY:
57659 Tipton Center Associates \$ 2,200 App. 12/21/89

S.W. BOONES FERRY RD.-S.W. 93RD AVE. (TUALATIN) - S.W. SAGERT ST.:
58505 Robert & Margaret Richardson \$ 4,000 App. 10/23/89

WHEELER COUNTY:

MITCHELL-KEYES CREEK (E. UNIT) - OCHOCO HIGHWAY:
58669 Evan & Dorothy Thomas \$ 100 App. 11/03/89

Dated this 5th day of January, 1989

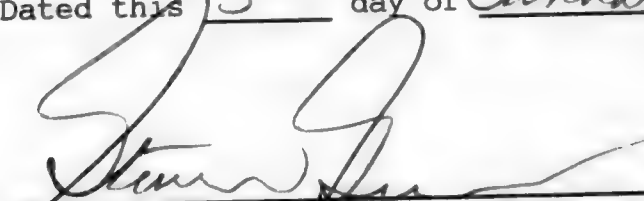

Steven Green, Right of Way Manager

EXHIBIT 6
MINUTES OF 1-23-90

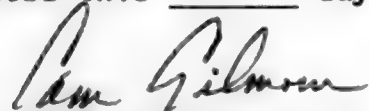
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission, subdelegated to the Program Section Manager, the following action was taken:

- 1) On November 29, 1989, signed an agreement with the Metropolitan Service District for construction of oversized storm sewer and sewer lines on Glisan Street at no cost to the State. This work is in conjunction with the Greeley Ramps-North Banfield Interchange (Phase 1) Section of Pacific Highway in Multnomah County, which was approved by the Oregon Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program.

Dated this 5th day of January, 1990



Cam Gilmore, Manager
Program Section

January 3, 1990

EXHIBIT H
MINUTES OF 1-23-90

Temporary Rule Revising State Park Campsite
Reservation Fees and Procedures
Pending Adoption of a Permanent Rule

Note: [] denote deletions; underline denote additions.

Rule:

Overnight Camping

OAR 736-10-100

736-10-100 Individual Campsite Fees:

- (1) Full Hookup Campsite: Provides campsite with individual water supply, electrical and sewage hookups, table, stove, and access to a restroom with flush toilets and a utility building with hot water, showers and restroom facilities:
 - (a) Summer season¹; \$10 per night per site;
 - (b) Winter²; \$7 per night per site.
- (2) Electrical Hookup Campsite: Provides campsite with individual water supply, electrical hookup, table, stove, and access to a restroom with flush toilets and a utility building with showers and restroom facilities:
 - (a) Summer season¹; \$9 per night per site;
 - (b) Winter season²; \$6 per night per site.
- (3) Tent Campsite: Provides campsite with water supply nearby but does not have electricity or sewage hookup. Provides table, stove, and access to a restroom with flush toilets and a utility building with showers and restroom facilities:
 - (a) Summer season¹; \$8 per night per site;
 - (b) Winter season²; \$5 per night per site.
- (4) Primitive Campsite: Provides campsite with table and stove; water and sanitary facilities may be some distance away:
 - (a) Summer season¹; \$7 per night per site;
 - (b) Winter season²; \$4 per night per site.

¹Summer season - from 2nd Monday in May to 1st Monday in October.

²Winter season - from 1st Monday in October to 2nd Monday in May.

- (5) Hiker/Bicyclist Campsite - \$2 per camper per night: Provides cleared area for camping; water and sanitary facilities may be some distance away.
- (6) Extra Vehicle in Campground:
 - (a) Extra Vehicle in Campsite - \$3 per extra vehicle per night: An additional fee charged when an extra vehicle is allowed and is driven into the campground to occupy

EXHIBIT H
MINUTES OF 1-23-90

- a campsite overnight.
- (b) Extra Motorcycle in Campsite: If the initial campsite sale is to a motorcyclist, and the first extra vehicle is a motorcycle, the second motorcyclist will not be charged. Each additional motorcycle will be charged on the same basis as an extra vehicle in the campsite.
- (c) Unoccupied Extra Vehicle in Designated Campground Parking Area - \$2 per extra vehicle per night: An additional fee charged when an unoccupied extra vehicle is allowed overnight to park in a designated campground overnight parking area.
- (7) Campsite Reservation:
- (a) Per Reservation:
- | | | | |
|-----|-------------------------------------------|--------|------|
| (A) | Advance Deposit | [\$8] | \$ 9 |
| (B) | Reservation Fee (non-refundable). | [\$3] | \$ 4 |
| (C) | Total | [\$11] | \$13 |
- (b) Reservations will be accepted at designated parks by letter or in person from the second Monday in January through Labor Day weekend, for overnight camping from Memorial Day weekend through Labor Day weekend of the same year.
- (c) There shall be a [\$8] \$9 advance deposit for each reservation. The deposit will be applied toward the nightly camping fee. In addition, a [\$3] \$4 non-refundable reservation fee is required for each reservation. The deposit and reservation fee must accompany the reservation request.
- (d) If notification of a reservation cancellation is received at the appropriate state park by 6 p.m. of the day of the reservation, a [\$8] \$9 credit slip will be issued which can be applied against future camping fees.
- (e) Unless the appropriate park is notified by 10 a.m. of the day after the reservation date, reserved sites not cancelled and unclaimed will be available on a first come first served basis.
- (f) A camping party shall not make campsite reservations at another park area for the same time period.
- (g.) A maximum of three separate reservation dates is allowed with each request.

Club Camping Reservations

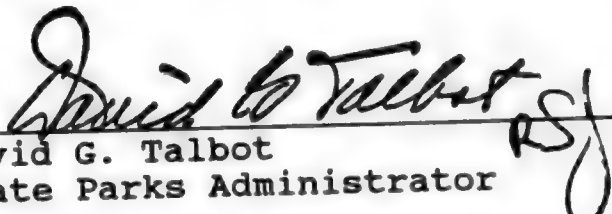
EXHIBIT H
MINUTES OF 1-23-90

OAR 736-10-110(1) Per Reservation:

(A)	Advance Deposit	[\$8]	<u>\$ 9</u>
(B)	Reservation Fee (non-refundable).	[\$3]	<u>\$ 4</u>
(C)	Total	[\$11]	<u>\$13</u>

- (2) At designated parks, clubs or organizations may reserve a block of adjoining campsites. They group leader must submit with the official application form a [\$8] \$9 advance deposit and [\$3] \$4 non-refundable reservation fee for each campsite reserved.
- (3) Club camping applications for overnight camping from Memorial Day weekend through Labor Day weekend will be accepted at the park requested by mail or in person beginning the second Monday in January. A camping party shall not make campsite reservations at another park area for the same time period.
- (4) Prior to occupancy, each individual camping unit of the group shall be registered for their reserved campsite. Additional fees, if any, will be payable at this time.
- (5) If notification of a reservation cancellation is received at the appropriate state park by 6 p.m. of the day of the reservation, a [\$8] \$9 credit slip will be issued which can be applied against future camping fees. A check will be mailed to the group leader following the reservation dates for the balance due, if any, for cancellations not refunded with credit slips.
- (6) Unless the appropriate park is notified by 10 a.m. of the day after the first reservation date, reserved sites not cancelled and unclaimed will be available on a first come first served basis.
- (7) A maximum of three applications with separate reservation dates is allowed with each request.

This temporary rule shall expire upon the adoption of a permanent rule to revise the campsite reservation program fees and procedures.


David G. Talbot
State Parks Administrator

Temporary rule adopted
on 12-27-89 to be effective
12:01 a.m., Monday, January 8, 1990.

RSJ:lr
RULE.TXT



EXHIBIT I
MINUTES OF 1-23-90

State of Oregon Aeronautics Division

3040 25th STREET SE, SALEM, OREGON 97310-0100
PHONE (503) 378-4880 FAX PHONE (503) 373-1688

December 28, 1989

COM 5-1

MEMO TO:

Mike Hollem, Chairman
David Bolender
Roger L. Breezley
Cynthia J. Ford
John Whitty
Oregon Transportation Commission

FROM:

Paul E. Burket *Paul*
Aeronautics Administrator

SUBJECT:

Agenda Item for January 23, 1990 Commission Meeting
(Actions by Aeronautics Administrator under delegated
authority)

The following information report is submitted regarding contractual and real property actions I have taken under the authority delegated to me by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 8/31/89 Request for Reimbursement, FAA Grant No. 3-41-0000-S5/DOT-FA87NM-0039 (CASP VII)(Partial Payment No. 2--\$37,386.47).
2. 8/31/89 Request for Reimbursement, FAA Project No. 32-41-0000-S4/DOT-FA86MN-0061 (CASP VI)(Partial Payment No. 4--\$18,447.49).
3. 8/31/89 Request for Reimbursement--FAA Grant No. 3-41-0000-S3/DOT-FA85NM-0057 (CASP V)(Partial Payment No. 7--\$6,256.12).
4. 9/5/89 Application for Federal Assistance, FAA, Siletz Bay State Airport Improvement Project, Runway lighting/Drainage (\$140,892 F).
5. 9/7/89 Amendment No. 1 to Personal Services Contract P-2-89, Bandon and Brookings State Airports Master Plan Studies, Reid Middleton, Inc. (revises beginning and ending dates to 9/1/89 and 8/31/90 respectively). (Revises contract amount from \$91,490 to \$80,000 and retainage from \$4,575 to \$4,000).
6. 9/8/89 Personal Service Contract, Bandon State Airport, Marineau and Associates (\$2,250--land appraisal).

- 8922 -

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

EXHIBIT I
MINUTES OF 1-23-90

7. 9/20/89 Amendment No. 1 to Personal Services Contract between Aeronautics and Russ Fetrow Engineering, Inc. dated 3/2/88. (Covers activities under Interim Measures Workplan Exhibit "C" as amended by Schedule "D" through "G").
8. 9/26/89 Grant Agreement, FAA Project No. 3-41-0020-01/DOT-FA89NM-0069 (Siletz Bay State Airport, Install drainage, MIRL, rotating beacon, lighted wind cone--(\$148,894).
9. 11/7/89 Interagency Compliance Agreement No. HW-WVR-89-95-DEQ/Aeronautics.
10. 11/17/89 Amendment No. 3 to Personal Service Contract dated 1/12/87 with Devco Engineering, Wasco State Airport.
11. 11/20/89 Land Surveying Services Agreement, Aurora State Airport, Oregon State Highway Division.
12. 11/30/89 Amendment No. 1 to Professional Services Agreement dated 8/16/88, Bandon State Airport, changes delivery date from 10/1/89 to 6/1/90 and increases contract payment from \$17,527 to \$24,000.
13. 12/1/89 Real Property Services Agreement, Aurora State Airport, Oregon State Highway Division.
14. 12/12/89 Amendment No. 1 to Personal Services Contract dated 7/13/89, Siletz Bay State Airport, Century West Engineering, Inc. (Increases contract amount from \$12,294 to \$15,000 to cover the shift of survey staking from the contractor to the consulting engineer. No increase in total project cost.)
15. 12/13/89 Amendment No. 2 to Personal Service Contract No. P-3-88-VII dated 1/15/88 (Increases contract amount from \$86,093 to \$92,893, increases retainage from \$4,305 to \$4,645 and amends Exhibit "A", State Aviation Plan, Marjorie Hanley & Associates.
16. 12/13/89 Amendment No. 3 to Personal Service Contract No. P-2-88-VI, dated 1/15/88, State Aviation System Plan, Marjorie Hanley & Associates (Amends work program Exhibit "A", increases contract payment from \$50,558 to \$62,138 and increases retainage from \$2,528 + \$1,347 to \$3,107 + \$1,347).
17. 12/13/89 Amendment No. 6 to Personal Service Contract P-1-88-V dated 12/15/88, State Aviation System Plan, Marjorie Hanley & Associates (Amends Exhibit "A", increases contract amount an additional \$6,042 for additional work and increases retainage to \$3,329 + \$1,425).
18. 12/20/89 Amendment No. 3 to Personal Service Contract No. P-3-88-VII dated January 15, 1988, State Aviation System Plan, Marjorie Hanley

I
EXHIBIT _____

Oregon Transportation Commission
December 28, 1989
Page 3

MINUTES OF 1-23-90

& Associates (changes delivery date from 12/31/89 to 12/30/90 and slightly revises work program Exhibit "A" to include word processing).

Real Property Action

1. 9/20/89 Noncommercial Hangar Site Lease, Siletz Bay State Airport, Charles Peirson, Site No. 5 (expires 5/31/94).
2. 9/20/89 Noncommercial Hangar Site Lease, Siletz Bay State Airport, Sunset Aviation, Inc., Site No. 1 (expires 8/30/94).
3. 9/20/89 Noncommercial Hangar Site Lease, Independence State Airport, John Lorence, (expires 8/31/94).
4. 9/25/89 Authorization for Scenic Rides, Commercial Operation, Siletz Bay State Airport, Superior Helicopters, Frank Domkus, (effective 9/29 through 10/1/89).
5. 10/12/89 Noncommercial Hangar Site Lease, Lebanon State Airport, Gary W. Bartel, Site W-5 (expires 1/21/94).
6. 10/12/89 Noncommercial Hangar Site Lease, Lebanon State Airport, Lee A. Borchers (expires 8/25/94).
7. 11/3/89 Amendment No. 1 to Tiedown Rental Agreement, Aurora State Airport, Columbia Aviation, Inc., (revises number of tiedowns from 14 to 11).
8. 11/17/89 Noncommercial Hangar Site Lease, Oakridge State Airport, John and Albert Kelley (expires 8/13/94).
9. 11/30/89 Noncommercial Hangar Site Lease, Lebanon State Airport, F. C. Schwindt, Site E-3 (expires 12/31/94).
10. 11/30/89 Commercial Tiedown Site Lease, Sunset Scenic Flights (Tom MacDougall) Siletz Bay State Airport, Site X (expires 7/31/94).
11. 12/11/89 Option to Lease Airport Property, Aurora State Airport, Columbia Aviation, Inc. (7.15A expires 8/31/93 with ascending fees).
12. Approval of Noncommercial Hangar Site Lease, John Day State Airport between Grant County and Rotchford L. Barker (expires 10/5/94).



EXHIBIT J
MINUTES OF 1-23-90

Department of Transportation
PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310 PHONE 378-8201

December 29, 1989

In Reply Refer to
File No.:

COM

MEMORANDUM

TO: Oregon Transportation Commission

FROM: *By Erik H. East*
Denny Moore, Administrator
Public Transit Division

SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. A federal/state general funded program to provide operating assistance for public transportation service.

		G.F.	F.F.	
A.	Columbia County	October 5, 1989	\$31,400	\$32,000
B.	City of Sweet Home	October 5, 1989	9,000	-
C.	City of Woodburn	October 5, 1989	8,250	8,450
D.	City of Corvallis	October 11, 1989	29,850	30,500
E.	Rogue Valley Trans. District	October 16, 1989	-	113,550
F.	Basin Transit Service T.D.	October 16, 1989	-	85,850
G.	City of Newport	October 16, 1989	10,050	10,250
H.	City of Ontario	October 16, 1989	5,000	5,150
I.	City of Astoria	October 16, 1989	11,050	11,300
J.	City of Hermiston	October 23, 1989	5,350	5,450
K.	City of Pendleton	October 23, 1989	9,000	-
L.	Yamhill County	October 23, 1989	19,850	20,200
M.	City of Bend	October 25, 1989	4,950	-
N.	Hood River County	October 25, 1989	6,700	6,850
O.	Baker County	October 25, 1989	6,150	6,250
P.	Wallowa County	October 25, 1989	9,000	-
Q.	Union County	October 25, 1989	7,900	8,050
R.	Marion County	Nov. 14, 1989	20,450	20,900
S.	City of Milton-Freewater	Nov. 30, 1989	9,000	-
T.	Tri-Met	December 12, 1989	-	79,700
U.	Grant County	December 12, 1989	9,000	-
V.	City of Albany	December 16, 1989	13,950	14,250
W.	Albany/Linn-Benton Loop	December 16, 1989	15,950	16,250
X.	Curry County	December 26, 1989	6,600	6,750
Y.	Coos County	December 26, 1989	13,550	13,800

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AN EQUAL OPPORTUNITY EMPLOYER

EXHIBIT J
MINUTES OF 1-23-90

Oregon Transportation Commission
December 29, 1989
page two

2. Urban Mass Transportation Administration, Section 16(b)(2). A federal program for capital purchases of vehicles and equipment to be used in transporting elderly and disabled persons.
 - A. A vehicle loan agreement between Public Transit Division and Heppner Senior Citizens Center. No funds transferred. (October 25, 1989)
 - B. A vehicle loan agreement between Public Transit Division and Senior Citizens of Sweet Home. No funds transferred. (November 3, 1989)
3. Rural Transportation Assistance Program (RTAP). A federal program to provide training, technical assistance, research and other support services to transportation providers in small cities and rural areas.
 - A. An agreement with Marianne McGee to assist the Division in finalizing an Instructor's Course for RTAP developed by Transportation Safety Institute. Maximum amount not to exceed \$500. (December 8, 1989)

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs

Fran Neavoll, Office Manager
Commission Services

deljan:forms

EXHIBIT K
MINUTES OF 1-23-90

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF
TRANSPORTATION

William Paugstat vs. Glenn Ramirez and
Oregon State Highway Division

This is a complaint for personal injuries which has been filed in Klamath County Circuit Court. The complaint stems from a motor vehicle accident which occurred on Highway 140 (near Lake of the Woods) on January 14, 1989. The complaint alleges that the Highway Division was negligent in operating a snow plow in such a manner that a plume of snow was propelled across the highway obliterating the plaintiff's visibility. Mr. Ramirez was the Highway Division employee operating the snow plow. The complaint seeks \$2,850.54 in economic damages and non-economic damages at the court's discretion. Assistant Attorney General Bob Petersen has been assigned to the case.

Deanna Brewer vs. Charles Johnson and
Oregon Department of Transportation

This is a complaint for personal injuries which has been filed in Deschutes County Circuit Court. The complaint stems from a motor vehicle accident which occurred on U.S. Highway 97 on December 11, 1987. At the time of the accident, Mr. Johnson was a Highway Division employee and was operating a state-owned pickup truck. The complaint alleges that Mr. Johnson's vehicle had been parked on the east side of the highway and, as the plaintiff's vehicle approached, Mr. Johnson caused his vehicle to turn directly in front of the plaintiff's vehicle. The complaint seeks \$3,320.00 in economic damages and other damages in an unspecified amount. The Trial Division will be handling the case.

EXHIBIT K
MINUTES OF 1-23-90

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
David George Bradley L-9348 R-57617 Section: SE Lester Ave. Intchge. Highway: East Portland Freeway County: Clackamas	\$450	\$450	\$3,700

Remarks:

David J. Lay L-9344 R-57625 Section: SE Lester Ave. Intchge. Highway: East Portland Freeway County: Clackamas	\$9,700	\$16,000	\$16,000
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Remarks:

Loren Bernard Moore L-9341 R-57623 Section: SE Lester Ave. Intchge. Highway: East Portland Freeway County: Clackamas	\$5,600	\$8,500	\$10,000
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Remarks:

James E. Pickering L-9295 R-49148 Section: N.C.L. Stanfield - Stanfield Intchge. Highway: Umatilla-Stanfield County: Umatilla	\$100	\$100	\$3,000
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Remarks:

Heirs and Devisees of Sylvia Johanna Anderson L-9353 R-57094 Section: 7th St. - 9th St. (Astoria) Highway: Klaskamine Avenue County: Clatsop	\$300	\$300	\$500
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Remarks:

Juanita W. Vickery L-9276 R-56736 Section: Uglow St. - La Creole Dr. Highway: Dallas - Rickreall County: Polk	\$900	?	\$2,000
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Remarks:



EXHIBIT L
MINUTES OF 1-23-90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

December 9, 1989

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

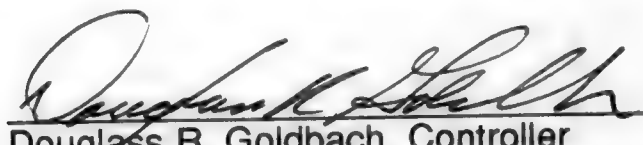
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On December 9, 1989, \$5,783,083.26 was distributed to the counties as their share of motor vehicle revenues for the month of November, 1989.

On December 9, 1989, \$3,619,042.29 was distributed to the cities for the month of November, 1989.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of December, 1989


Douglass R. Goldbach, Controller
Highway Division

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EXHIBIT L
MINUTES OF 1-23-90

January 9, 1990

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

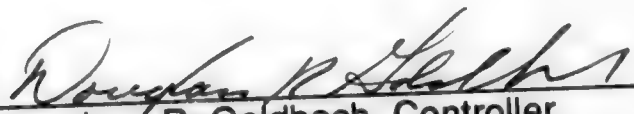
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On January 9, 1990, \$9,283,726.57 was distributed to the counties as their share of motor vehicle revenues for the month of December, 1989.

On January 9, 1990, \$5,908,109.36 was distributed to the cities for the month of December, 1989.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of January, 1990


Douglass R. Goldbach, Controller
Highway Division

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

DINNER MEETING
FEBRUARY 19, 1990

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOP
LUNCH

FEBRUARY 20, 1990

At 7 p.m., February 19, 1990, the Transportation Commission held a dinner meeting at the McNary Restaurant, 6255 River Road, N., Keizer, with the newly appointed State Parks and Recreation Commission. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Public Affairs Director
David P. Moomaw, Administrator of Motor Vehicles Division
Joe Holden, Interim Administrator of Aeronautics Division
Don Forbes, State Highway Engineer
Fran Neavoll, Commission Services

Kathleen Carter, Governor's Office
Gail Achterman, Governor's Office

David Talbot, Director of Parks Department
Larry Jacobsen, Deputy Director of Parks Department
Anita Lanning, Executive Assistant, Parks Department

There were other staff persons present from the Parks Department.

Present from the State Parks and Recreation Commission were:

Brian Booth, Chair
Lynn Newbry, Vice Chair
Gay Gregor, Member
Roger Hamilton, Member
Eleanor St. Laurent, Member
L. L. Stewart, Member

Present from the Parks and Recreation Advisory Committee and the 2010 Committee were:

Lucille Beck
John Emrick
Babette Horenstein
Senator Jane Cease
Representative John Schoon
Barbara Walker

Chairman Hollern and Chair Booth cut the first piece of cake in celebration of the new Parks Department and Commission.

Mr. Bothman welcomed the guests and he mentioned that Parks had been a part of the Highway Division until it was established by the 1979

Legislature as a separate Division of the Department. He said the 1980 constitutional amendment eliminated the ability to use Highway Funds for Parks. As a result, Parks competed for General Funds during an economic recession. In an effort to gain additional State support for maintaining, expanding, and improving the State Parks and Recreation System, Governor Neil Goldschmidt sponsored legislation during the 1989 session to remove Parks from the Department of Transportation. He said legislation was passed making Parks a separate agency effective January 1, 1990, and establishing a Parks Commission.

Mr. Bothman said over the years it has been a pleasure to work with the Parks' staff and it has been a good relationship. He commented that the working relationship will continue and he pledged his cooperation in the future.

Chairman Hollern said this occasion is a new beginning and an end for the Department and the Commission. During a public opinion survey conducted last year, he said State Parks proved to be very popular among Oregonians. He said their success is due to the dedication of the Parks and Recreation Advisory Committee who has made a significant contribution; the 2010 Committee who studied the plan presented by Mr. Talbot; and the qualified staff of the Parks Department. He said the question is how to finance the State Parks System and he pledged his support and cooperation.

Chair Booth gave the history of the Parks Department. He thanked "Stub" Stewart, Lynn Newbry, the late Glenn Jackson, and the 2010 Committee. He said the Committee proposed a great plan but without funding.

Mr. Newbry spoke concerning the purpose of the 2010 Committee. He said that Committee studied a plan prepared by the Parks Department, which outlined where the State Parks System should be 20 years from now. He mentioned the 2010 Committee endorsed the Parks Department's recommendation and came up with some recommendations of their own. He stated there was not a consensus among Oregonians how to fund State Parks. He felt that would be the challenge for the new Commission to find a consensus funding. He said the Parks Department would be looking to the Legislature for the next four years to continue the General Fund until another fund is found that is acceptable for Oregonians. He personally thanked the 2010 Committee for their commitment and dedication during this study of the plan. He said he hoped the Commission would accomplish what the predecessors had envisioned.

Senator Cease emphasized the need to build a consensus on funding for State Parks. She said a new funding source is needed for Parks to present to the Legislature. She suggested a public relations expert that could work on selling this funding issue to Oregonians.

Representative Schoon thanked the volunteers, the 2010 Committee, and the Governor for his support. He asked that Gail Achterman and Kathleen Carter convey to the Governor his appreciation. He also thanked Jim Whitty, Al Young, and Jane Cease who worked on the passage of this legislation.

Gail Achterman said the Governor is committed to the improvement of the State Parks System and it is important to him. She felt it was important to sell the funding idea. She mentioned since there are no special interest groups for State Parks that the Department needs constituency groups. She mentioned this would be helpful in selling the idea for funding. She felt the partnership between the Parks Department and Department of Transportation will continue and she wished the Parks Department well in their future endeavors.

Kathleen Carter of the Governor's Office said she had worked with State Parks a long time and this was a happy occasion to celebrate the formation of the Parks Department.

Mr. Bothman said it is important to set a vision and to look at the growth of the State for the next 20 to 25 years.

Mr. Talbot said the Transportation Commission has done a marvelous job over the years in supporting the State Parks System and he felt they could proudly hand over the Parks System to the new Commission.

Mr. Talbot handed 60-year pins to the Transportation Commission and said he appreciated the support that has been given to the Parks System. He told how the Parks Advisory Committee was formed many years ago.

Chairman Hollern handed out plaques of appreciation to the Parks and Recreation Advisory Committee and to the 2010 Committee.

The dinner meeting adjourned at 9:15 p.m.

At 8 a.m., February 20, 1990, the Transportation Commission met in 135 Transportation Building, Salem, to review the agenda for the formal meeting. (Notice of the review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
Don Forbes, State Highway Engineer
Joe Holden, Interim Administrator of Aeronautics Division
David P. Moomaw, Administrator of Motor Vehicles Division
Fran Neavoll, Commission Services

Harold Lasley, Civil Rights Manager, said he would be presenting to the Commission at the formal meeting the proposed Emerging Small Business Program. He said recommendations have been made by the Emerging Small Business Committee in the area of bonding/financial, contracting, and clearinghouse/training. As a result of these recommendations, he explained the major policy issues that have surfaced as a result of this planning effort as follows:

- 1) ODOT will assume some additional risk with regard to emerging small business failures to perform through the activation of a loss reserve pool and a system of bond waivers.
- 2) Consider ODOT "trade" of funds to Economic Development Department for less restrictive dollars for nonhighway ESB initiatives.
- 3) Establish a percentage goal of all contract dollars to be targeted for ESBs.
- 4) The Department would set aside a significant portion of all contracts under \$50,000 for exclusive bids of ESBs, barring insufficient competition.
- 5) The Department will require prime contractors to pay sub-contractors within seven calendar days of their receipt of payment.
- 6) The Department would explore the development of legislation to allow individual sureties to operate in Oregon, as well as corporate sureties.

The Commission discussed the Program issues. Commissioner Breezley said he felt the Commission and Department have a social responsibility and there is a need to assist the small businesses. He said he did not favor guaranteeing loans and it was important to prepare the ESBs to be viable businesses.

(See formal meeting minutes for presentation and approval of the plan in concept.)

Mr. Moomaw said that he had removed an item from the final agenda concerning an Emergency Board request to replace the obsolete Optical Character Recognition Scanner.

Mr. Forbes said Commissioner Bolender could not attend the February 27, 1990, meeting in Oregon City concerning the Six-Year Program. Commissioner Ford agreed to attend that meeting.

The agenda review adjourned at 8:57 a.m.

On February 20, 1990, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
Donald E. Forbes, State Highway Engineer
David P. Moomaw, Administrator, Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Joe Holden, Interim Administrator of Aeronautics Division
Al Steger, representing the Federal Highway Administration
Judy Peterson, Manager of Administrative Services
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer of The Oregonian.

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the following meetings:
 - A) January 9, 1990, workshop
 - B) January 22 and 23, 1990, meetings
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2819 in Commission's files, Salem.)
- 3) Granted authority to enter into a supplemental agreement with Rogue Valley Council of Governments for the Medford urbanized area transportation study in the amount of \$1,250.76. (Authorized State Highway Engineer to sign supplement.)
- 4) Adopted resolution providing for the extension of the Salem Highway, elimination of a portion of the North Santiam Highway, and its transfer to the City of Salem. (This action is defined in the agreement entered into

(Continued on next page.)

on September 13, 1989, covering the 12th Street-24th Street Section of the Salem and North Santiam Highways in Marion County. See Abandonment Resolution No. 641 in Commission's files, Salem.)

- 5) Survey maps and adopted resolution covering the UPRR O'Xing-Pendleton Highway Section, (South, Middle and North Units), Pendleton-Cold Springs Highway, Umatilla County. (Highway Corridor and Design Resolution No. 492 in Commission's files, Salem.)
- 6) Authorized the Public Transit Division to enter into a management assistance grant to the Molalla Transportation District in the amount of \$20,000. This action requires the commitment of \$16,000 from the Small City and Rural Area Program. (Authorized Administrator of Public Transit Division to sign grant agreement.)
- 7) Amended the following administrative rules to correct ORS numbers, update a mailing list, change from Highway Commission to Transportation Commission, and from Secretary to Commission to Region Office of Highway Division:
 - A) OAR 734-01-000, OAR 731-01-000, and OAR 738-01-000 concerning Notice of Proposed Adoption, Amending, or Repeal of Rules. (See Administrative Rule No. 74A in Commission's files, Salem.)
 - B) OAR 731-01-010(6), OAR 734-01-010(6) and OAR 738-01-010(6) concerning contested case hearings. (See Administrative Rule No. 349 in Commission's files, Salem.)
 - C) OAR 734-01-003 concerning public hearings for new state highway route or corridor. (See Administrative Rule No. 1A in Commission's files, Salem.)

Notice of the proposed amendments were published in the Secretary of State's Administrative Rule Bulletin on January 15, 1990, and no comments or requests for a hearing were received.

The amendments will be filed with the Secretary of State and published in the Secretary of State's Administrative Rule Bulletin.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Interim Deputy Director of Transportation	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Planning Engineer	Exhibit G
Office of Operations, Maintenance/Construction Engineer	Exhibit H
Bridge Engineer	Exhibit I
Motor Vehicles Administrator	Exhibit J

The Commission confirmed their next meeting dates of March 19 (dinner) and March 20, 1990, (formal) in Salem. The tentative dates for the following meetings were set in The Dalles on April 16 (dinner) and April 17, 1990, (formal).

Mr. Bothman mentioned that there had been a change in the out of town Commission meeting schedule. It is anticipated that at the June 19 meeting there will be numerous delegations appearing before the Commission concerning the Six-Year Highway Improvement Program. He said as a result of that expectation, the June meeting will be in Salem and the July 16 and 17 meetings will be in Burns.

Mr. Bothman announced that Dale Wilken, Division Administrator of the Federal Highway Administration, was leaving for the Deputy Regional Administrator position in Fort Worth, Texas. Chairman Hollern asked that Mr. Bothman present a Certificate of Appreciation plaque on his behalf at Mr. Wilken's March 1st farewell luncheon.

Mr. Bothman recalled that for many years Ron Linton has been Oregon's consultant in Washington, D.C., representing the Department on Federal legislation. He said due to the development of a new authorization bill and the need to secure more funds for Oregon, he recommended that the Department enter into a consultant contract with Ball, Janik and Novack to provide this Federal representation services to the Department. The total contract amount will not exceed \$123,450 and will end on June 30, 1991. Commissioner Ford moved for approval of the contract and the motion carried unanimously by the Commission. The Director was authorized to sign the contract on their behalf.

Mr. Bothman handed the Commission a written document containing the Department's 1990 goals and strategies. The goals focus on the following: 1) transportation leadership, 2) transportation system development, 3) transportation safety, 4) organizational effectiveness,

(Continued on next page.)

and 5) communication and external relations. The document outlined the objectives for each of the goals. He mentioned that this document was the result of the workshop held at Silver Falls on November 6, 1989. (Copy of 1990 Goals and Strategies Document in Commission's files, Salem.)

Mr. Bothman recalled that at the December and January Commission meetings the Department had requested authorization to apply for funds from the Federal Local Rail Service Assistance Program. He mentioned the Port of Tillamook Bay and Lake County railroads would be the recipients of those funds. He said at the January meeting the Commission had approved an increase in the application for Tillamook from \$997,956 to a potential \$1.7 million. He reported that it appears the programs available through the Federal Emergency Management Agency will be sufficient to cover the cost of the flood damage repairs. Therefore, he said, the application of \$997,956 as approved by the Commission at the December meeting is satisfactory.

Mr. Lasley recalled that the 1989 Legislature passed Senate Bill 1189 enacting the Emerging Small Business Program. He said this program is an effort to establish race and gender-based programs that will assist small businesses in overcoming barriers to participate in State public improvement project contracting. He mentioned the statutes established an Emerging Small Business Committee to assist the Department personnel in preparing the action plan for implementing the program. He outlined the recommendations as:

- 1) To create a loss reserve pool to guarantee loans made to ESBs by private lending institutions.
- 2) To waive bonds for ESBs on selected projects under \$50,000, with any default covered by the ESB account.
- 3) To raise the bonding threshold on ODOT projects from \$10,000 to \$50,000 to allow selected ESBs to work on larger projects without obtaining a bond.
- 4) To work with Economic Development Department to expand opportunities to include ESBs in all industries and to expand existing M/WBE loan program to include all ESBs in industries rather than limiting to manufacturing.
- 5) To continue to increase the number of maintenance jobs let to ESBs.
- 6) To set a voluntary target at a certain percentage of all contract volume to be contracted to ESBs.
- 7) To set aside a certain percentage of ODOT contracts under \$50,000 for ESBs to be awarded through the informal bid process.

(Continued on next page.)

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- 2) To waive bonds for ESBs on selected projects under \$50,000, with any default covered by the ESB account.
- 3) To raise the bonding threshold on ODOT projects from \$10,000 to \$50,000 to allow selected ESBs to work on larger projects without obtaining a bond.
- 4) To work with Economic Development Department to expand opportunities to include ESBs in all industries and to expand existing M/WBE loan program to include all ESBs in industries rather than limiting to manufacturing.
- 5) To continue to increase the number of maintenance jobs let to ESBs.
- 6) To set a voluntary target at a certain percentage of all contract volume to be contracted to ESBs.
- 7) To set aside a certain percentage of ODOT contracts under \$50,000 for ESBs to be awarded through the informal bid process.

(Continued on next page.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Interim Deputy Director of Transportation	Exhibit B
State Highway Engineer	Exhibit C
Program Manager	Exhibit D
Traffic Engineer	Exhibit E
Right of Way Manager	Exhibit F
Planning Engineer	Exhibit G
Office of Operations, Maintenance/Construction Engineer	Exhibit H
Bridge Engineer	Exhibit I
Motor Vehicles Administrator	Exhibit J

The Commission confirmed their next meeting dates of March 19 (dinner) and March 20, 1990, (formal) in Salem. The tentative dates for the following meetings were set in The Dalles on April 16 (dinner) and April 17, 1990, (formal).

Mr. Bothman mentioned that there had been a change in the out of town Commission meeting schedule. It is anticipated that at the June 19 meeting there will be numerous delegations appearing before the Commission concerning the Six-Year Highway Improvement Program. He said as a result of that expectation, the June meeting will be in Salem and the July 16 and 17 meetings will be in Burns.

Mr. Bothman announced that Dale Wilken, Division Administrator of the Federal Highway Administration, was leaving for the Deputy Regional Administrator position in Fort Worth, Texas. Chairman Hollern asked that Mr. Bothman present a Certificate of Appreciation plaque on his behalf at Mr. Wilken's March 1st farewell luncheon.

Mr. Bothman recalled that for many years Ron Linton has been Oregon's consultant in Washington, D.C., representing the Department on Federal legislation. He said due to the development of a new authorization bill and the need to secure more funds for Oregon, he recommended that the Department enter into a consultant contract with Ball, Janik and Novack to provide this Federal representation services to the Department. The total contract amount will not exceed \$123,450 and will end on June 30, 1991. Commissioner Ford moved for approval of the contract and the motion carried unanimously by the Commission. The Director was authorized to sign the contract on their behalf.

Mr. Bothman handed the Commission a written document containing the Department's 1990 goals and strategies. The goals focus on the following: 1) transportation leadership, 2) transportation system development, 3) transportation safety, 4) organizational effectiveness,

(Continued on next page.)

and 5) communication and external relations. The document outlined the objectives for each of the goals. He mentioned that this document was the result of the workshop held at Silver Falls on November 6, 1989. (Copy of 1990 Goals and Strategies Document in Commission's files, Salem.)

Mr. Bothman recalled that at the December and January Commission meetings the Department had requested authorization to apply for funds from the Federal Local Rail Service Assistance Program. He mentioned the Port of Tillamook Bay and Lake County railroads would be the recipients of those funds. He said at the January meeting the Commission had approved an increase in the application for Tillamook from \$997,956 to a potential \$1.7 million. He reported that it appears the programs available through the Federal Emergency Management Agency will be sufficient to cover the cost of the flood damage repairs. Therefore, he said, the application of \$997,956 as approved by the Commission at the December meeting is satisfactory.

Mr. Lasley recalled that the 1989 Legislature passed Senate Bill 1189 enacting the Emerging Small Business Program. He said this program is an effort to establish race and gender neutral programs that will assist small businesses in overcoming barriers to participate in State public improvement project contracting. He mentioned the statutes established an Emerging Small Business Committee to assist the Department personnel in preparing the action plan for implementing the program. He outlined the recommendations as:

- 1) To create a loss reserve pool to guarantee loans made to ESBs by private lending institutions.
- 2) To waive bonds for ESBs on selected projects under \$50,000, with any default covered by the ESB account.
- 3) To raise the bonding threshold on ODOT projects from \$10,000 to \$50,000 to allow selected ESBs to work on larger projects without obtaining a bond.
- 4) To work with Economic Development Department to expand opportunities to include ESBs in all industries and to expand existing M/WBE loan program to include all ESBs in industries rather than limiting to manufacturing.
- 5) To continue to increase the number of maintenance jobs let to ESBs.
- 6) To set a voluntary target at a certain percentage of all contract volume to be contracted to ESBs.
- 7) To set aside a certain percentage of ODOT contracts under \$50,000 for ESBs to be awarded through the informal bid process.

(Continued on next page.)

- 8) To improve the cash flow of ESBs by requiring prime contractors to pay subcontractors within seven calendar days after they receive payment. Provide subs with copies of pay statements, upon request, to allow prime/sub negotiations on pay schedules.
- 9) To develop a contracting opportunities manual.
- 10) To institute a statewide outreach and technical assistance program with emphasis on the recruitment of women and minority business people.
- 11) To develop a one-stop 800 Hotline.
- 12) To provide an outside source for advisory and technical assistance such as referral to the State's Small Business Development Center Network.

Mr. Lasley recommended to the Commission that they approve the plan in concept only so that the intent of the law is met and the Department will continue to research the details of each issue. It is necessary to develop a plan for implementing by March 1, 1990. The Department is to report to the Legislative Committee on Trade and Economic Development during the next legislative session. Mr. Lasley said that it is hoped to get the plan into operation for this construction season. Commissioner Breezley said he felt the Committee has responded to the legislative request.

Vice Chairman Whitt^v moved and Commissioner Bolender seconded approving the plan in concept as recommended by Mr. Lasley. The motion carried unanimously by the Commission. (See printed document entitled "Putting the Pieces Together" in Commission's files, Salem.)

Mr. Moore introduced Bob Post and Denny Porter of Tri-Met who were present. Mr. Post, Assistant General Manager of Tri-Met, handed the Commission a portfolio on the Westside Light Rail Transit Alternatives and Cost Estimate, which contained the following: (Copy in Commission's files, Salem.)

Background Information of the Westside Corridor Project
 Schedule Highlights
 Westside Corridor Project Decision Process
 Three Maps of the Westside Corridor Project
 Westside Max Facts Publication
 Light Rail Transit Cost Estimates
 Three Options: Long Tunnel, Short Tunnel, All Surface
 Canyon Options and Beaverton Options
 Cost Comparisons of the Three Options with January 1989

Mr. Post discussed the progress of the joint project and said the cost estimate is between \$446 million and \$496 million. He mentioned there has now been a request to add Hillsboro to the project, which would

mean an additional \$100 million. He said there are some alignment or design issues, a number of options in the Canyon area, and the Hillsboro extension issue. He mentioned that securing the Federal commitment would require that local funding has been identified. Mr. Post said he hoped to come to the Commission with a recommendation during the summer. He anticipated construction would start in 1993 with a completion date of 1997. Mr. Bothman said he was concerned that the Commission was not a part of the joint decisionmaking on the recommendation.

Mr. Moomaw requested approval to appear before the March Emergency Board for an increase of \$109,000 in the Division's 1989-91 Budget Expenditure Limitation and the authority to establish two permanent positions. He said these resources are needed to increase the level of random sampling to two percent effective April 1, 1990, to verify that vehicle owners are in compliance with mandatory insurance requirements. Commissioner Breezley asked if the random sampling could be done at the time of renewal. Mr. Moomaw indicated the staff would study that idea. The Commission unanimously approved Mr. Moomaw's request to appear before the Emergency Board for an increase in funding.

Mr. Holden recommended approving a Financial Aid to Municipalities Program Grant to the City of The Dalles in the amount of \$4,000 to assist in funding an air service analysis to determine the feasibility of scheduled air service for The Dalles. The total cost of the study would be approximately \$15,000. He said the City is desirous of scheduled air service to serve not only The Dalles, but the east end of the Columbia Gorge and surrounding area. The City has also requested a \$4,000 grant from the State of Washington. With the international recognition of the Columbia River to wind surfing, this area would greatly benefit from scheduled air service. Commissioner Bolender moved for approval of the request. The Commission unanimously approved the motion and authorized the Interim Aeronautics Administrator to sign the grant agreement.

Mr. Forbes requested authority to enter into flexible service contracts to hire consultants for engineering, right-of-way descriptions and plans, and landscape design activities for the remainder of the 1989-91 biennium. He explained the use of consultants will provide additional means to accommodate peak workloads and to assure compliance with planned project letting dates. The proposed services and estimated contract amounts are as follows:

- 1) Preliminary and final design services including preparation of preliminary contract plans - \$150,000
- 2) Preparation of right-of-way property descriptions and right-of-way mapping - \$75,000

(Continued on next page.)

- 3) Landscape design services including preparation of preliminary contract plans - \$75,000

*pers. services contract
8-27-90*

Commissioner Ford moved to proceed with the selection of the consultants for these services. The motion carried unanimously by the Commission and the State Highway Engineer was granted the authority to sign the necessary contracts on their behalf.

Mr. Forbes recommended increasing the project authorization by \$43,000 for the Tye Curve Section of the Elkton-Sutherlin Highway on Contract No. 10,772 in Douglas County. Commissioner Bolender moved for approval. The motion carried unanimously by the Commission.

Mr. Forbes requested authorization to enter into two personal service contracts to develop a new system to report resources and accomplishments to the Maintenance Management System. He said this is in response to the Secretary of State's Performance Audit. The estimated cost of developing the new resources and accomplishment system would be approximately \$400,000. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the contracts on their behalf.

Mr. Forbes handed the Commission a written report covering the construction program accomplishments for calendar year 1989. This report covered the total projects contracted, construction in progress, right of way, preliminary engineering, percentage of dollars over/under authorization, and percentage of contracts over/under authorization. (Copy of document in Commission's files, Salem.)

Vice Chairman Whitty inquired as to how much had been saved by combining the reduction in preliminary engineering costs and the under authorization on construction contracts. Mr. Forbes said he would report back to him the total amount saved.

There being no further business to consider, the formal meeting adjourned at 9:50 a.m.

At 10 a.m. a workshop was held in the same room with the following persons present. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.)

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
Don Forbes, State Highway Engineer
Joe Holden, Interim Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Al Steger, representing Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present, including Jim Mayer from The Oregonian.

Dave Williams reviewed with the Commission an issue paper which is being sent to the Oregon Congressional delegation concerning the Federal transportation policy and the 1992 Surface Transportation Act. (Copy of document in Commission's files, Salem.) He outlined the key issues for Oregon involving the National Transportation Policy as follows:

- 1) National underinvestment in its transportation infrastructure,
- 2) Negative economic and social effects, and
- 3) The need for a strong Federal commitment.

Mr. Williams said the key legislative concerns for Oregon are:

- 1) Interstate Preservation
 - a) Funding for Interstate preservation should be kept as a separate funding category.
 - b) Funding for I-4R should be increased.
 - c) State matching requirements should not be increased.
 - d) The current allocation formula for FAI-4R should be retained.

(Continued on next page.)

2) UMTA Section 3 Program

- a) This program should not be subject to further budget cuts. He mentioned the funding of Oregon's top transportation project priority as the Westside Light Rail Transitway Project.

3) Federal preemption of State weight-mile tax

4) Federal-Aid Bridge Program

5) General Fund support for the UMTA Section 9 and Section 18 Programs. Both programs provide capital and operating assistance grants for public transit operators.

6) Pacific Coast Scenic Corridor

In connection with Mr. Williams' presentation, Commissioner Breezley said emphasis should be placed on rail transportation. Mr. Williams agreed to come back to the Commission later with positions on rail requirements in Oregon.

Mr. Moore briefed the Commission on Ballot Measure 1 which would, if passed on May 15, 1990, amend the Constitution to allow local voters to decide whether vehicle fees raised by their community can be used for public transportation purposes in addition to road construction already permitted.

Mr. Moore handed to the Commission the following: Ballot Measure 1 Fact Sheet, a pamphlet entitled Oregon's Landmark Transportation Funding Package, Senate Joint Resolution 12 (B-Engrossed), T-2000 Outreach Program Scheduled Events, Transportation 2000 PAC Membership, and a flow chart showing the existing law and the proposed constitutional amendment. (Copy in Commission's files, Salem.)

Mr. Moore explained the current law allows counties and certain regional transportation districts to enact a local vehicle registration fee, subject to voter approval. Under the Oregon Constitution, these funds are restricted to road uses only. He said there will be a statewide effort to communicate externally to explain the ballot measure. Chairman Hollern said if this measure passes and the local areas impose the tax and spend the funds on transit, this would free up highway dollars. He suggested that this Ballot Measure be mentioned at the Six-Year Program meetings.

Virlena Crosley, ODOT Budget Officer, reported that activities are under way for the preparation of the 1991-93 biennium budget. She mentioned this is a lengthy development, review, and approval process that is required before a legislatively-approved budget is adopted. She outlined the highlights of the budget development process. She said the

Commission will be asked to provide guidance at three specific points in the process prior to their official signing of the budget in July 1990. (Written presentation outlining the process in Commission's files, Salem.)

There was discussion concerning the use of temporary employees. Commissioner Breezley said he would like to know how much temporaries are costing the Department.

Mr. Elliott gave an overview on the process of the legislative concepts. He said at present there are 49 proposed concepts from the Divisions. He mentioned the ODOT Management Team will review the legislative concepts and the concepts will then be presented to the Commission in March. He commented that in April the Commission will be asked to approve the concepts.

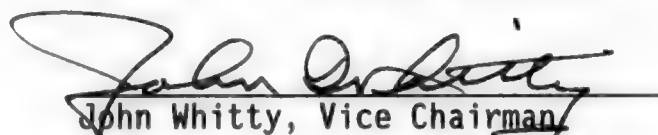
Mr. Bothman advised the Commission he had met with Emil Brandaw, State Police Superintendent, and Fred Miller regarding the traffic safety issue. He said there is also an effort to promote funding the State Police Patrol with the Trust Fund.

The workshop adjourned at 11:35 a.m.

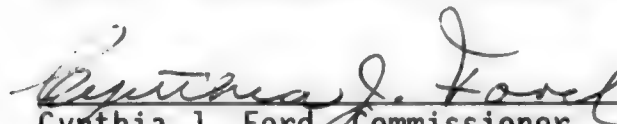
At noon, the Commission had lunch in the Director's Office, 135 Transportation Building, Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were the five Commissioners and Mr. Bothman. No formal decisions were made and no items of business were discussed.


The lunch concluded at 12:30 p.m.

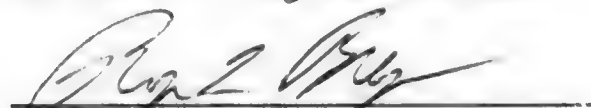

Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Roger L. Breezley, Commissioner

February 20, 1990

- 8944 -

EXHIBIT A
MINUTES OF 2/20/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: Boardman Safety Rest Area Section (Contract No. 10,835)

Type of Work: Landscaping & Buildings F.A. No.: IR-84-5(11)160

County: Morrow Highway: Columbia River Highway (I-84)

No. of Bidders: 7 Low Bidder: Jim Maley Construction, Goldendale, WA

Low Bid: \$ 189,996.45

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder:	Knerr and Taft Construction, Hermiston	\$	217,529.54
3rd Bidder:	Pat Aldrich Const., Bend	\$	243,161.50

No. 2 Project: Lower Boones Ferry Rd.-Sagart Rd. Section (Contract No. 10,836)

Type of Work: Grading, Paving, Structures, Signing, Illum., Signals, & Landscaping F.A. No.: IR-5-5(114)289

County: Clackamas & Washington Highway: Pacific Highway (I-5)

No. of Bidders: 7 Low Bidder: Wildish Standard Paving Co., Eugene

Low Bid: \$ 7,406,626.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder:	J.C. Compton Contractor, Inc., McMinnville	\$	7,587,011.00
3rd Bidder:	Ross Bros. Construction, Inc., Salem	\$	7,599,638.75

No. 3 Project: Empire-Coos Bay Highway at Woodland Drive (Coos Bay) Section (Contract No. 10,837)

Type of Work: Grading, Paving, Signing, & Signals F.A. No.: MA-HES-56(2)

County: Coos Highway: Empire-Coos Bay Highway

No. of Bidders: 4 Low Bidder: Johnson Rock Products, Inc., North Bend

Low Bid: \$ 188,965.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder:	Bracelin-Yeager Excavating & Trucking Inc., Coos Bay	\$	203,702.76
3rd Bidder:	Schoolhouse R Electrical, Ashland	\$	246,055.96

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 12-26-89

EXHIBIT A
MINUTES OF 2/20/90

No. 4 Project: *Fryrear Road-Redmond Section* (Contract No. 10,838)

Type of Work: *Paving* F. A. No.: *State*

County: *Deschutes* Highway: *McKenzie Highway (ORE 126)*

No. of Bidders: 5 Low Bidder: *J.C. Compton Contractor, Inc., McMinnville*

Low Bid: \$ 289,560.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	<i>Babler Bros., Inc., Portland</i>	\$ 294,120.00
3rd Bidder:	<i>R.L. Coats, Bend</i>	\$ 322,960.00

No. 5 Project: *Hoover Hill Road-Brockway Road Section* (Contract No. 10,839)

Type of Work: *Grading, Paving, Signing & Beacon* F. A. No.: *MA-HES-14(39)*

County: *Douglas* Highway: *Coos Bay-Roseburg (ORE 42)*

No. of Bidders: 2 Low Bidder: *Bracelin-Yeager Excavating & Trucking Inc., Coos Bay*

Low Bid: \$ 783,702.15

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder:	<i>Roseburg Paving Co., Roseburg</i>	\$ 807,111.90
3rd Bidder:	<i>None</i>	

No. 6 Project: *Pelton Dam Road-Rimrock Ranch Section and Jefferson County Recycle Project*
(Contract No. 10,840)

Type of Work: *Grading, Paving & Signing* F.A. No.: *State*

County: *Jefferson* Highway: *The Dalles-Calif. and Warm Springs Hwys. (US 97 & US 26)*

No. of Bidders: 5 Low Bidder: *J.C. Compton Contractor, Inc., McMinnville*

Low Bid: \$2,617,213.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	<i>Babler Bros., Inc., Portland</i>	\$ 2,647,744.00
3rd Bidder:	<i>Kiewit Pacific Co., Vancouver, WA</i>	\$ 2,831,542.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 12-26-89

EXHIBIT A
MINUTES OF 2/20/90

No. 7 Project: *Swan Lake Road-Ritter Road Section* (Contract No. 10,841)

Type of Work: *Grading & Paving* F. A. No.: *State*

County: *Klamath* Highway: *Klamath Falls-Lakeview Highway (ORE 20)(US 97B)*

No. of Bidders: 6 Low Bidder: *Babler Bros., Inc., Portland*

Low Bid: \$1,184,460.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	<i>Angell Asphalt & Aggregate Inc., Coos Bay</i>	\$ 1,388,265.00
3rd Bidder:	<i>J.C. Compton Contractor, Inc., McMinnville</i>	\$ 1,441,805.00

No. 8 Project: *M.P. 66 Fremont Highway Rock Production Project* (Contract No. 10,842)

Type of Work: *Rock Production* F. A. No.: *State*

County: *Lake* Highway: *Fremont Highway (ORE 19) (US 395)*

No. of Bidders: 5 Low Bidder: *Babler Bros., Inc., Portland*

Low Bid: \$ 242,500.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	<i>Hay & Clark Crushing Co., McMinnville</i>	\$ 281,600.00
3rd Bidder:	<i>Southern Oregon Rock Co., Central Point</i>	\$ 286,520.00

No. 9 Project: *Slick Rock Creek-Sulphur Creek Section* (Contract No. 10,843)

Type of Work: *Paving* F. A. No.: *State*

County: *Lincoln* Highway: *Salmon River Highway (ORE 18)*

No. of Bidders: 4 Low Bidder: *Roy L. Houck Construction, Salem*

Low Bid: \$ 384,421.50

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	<i>Rowell & Wickersham, McMinnville</i>	\$ 419,089.15
3rd Bidder:	<i>Road & Driveway Co., Newport</i>	\$ 444,599.70

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 12-26-89

No. 10 Project: Pacific Highway West at S.W. Canterbury Lane (Tigard) Section EXHIBIT A
(Contract No. 10,809)
Type of Work: Grading, Paving, Signing & Signals F. A. No.: HES-IX-9-3(18) MINUTES OF
2/20/90

County: Washington Highway: Pacific Highway West (ORE 99W)

No. of Bidders: 7 Low Bidder: Northwest Earthmovers, Inc., Tualatin

Low Bid: \$ 498,928.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA, Washington County and the Tualatin Rural Fire District; and receipt of deposit from the County and the Fire District.

2nd Bidder: Copenhagen Utilities & Construction, Inc., \$ 506,339.00
Clackamas

3rd Bidder: Dirt & Aggregate Interchange, Inc., Troutdale \$ 512,748.45

No. 11 Project: Beaverton-Tualatin Hwy. at S.W. McDonald St. (Tigard) Section
(Contract No. 10,844)

Type of Work: Grading, Paving, and Signals F. A. No.: M-IX-9091(17)

County: Washington Highway: Beaverton-Tualatin

No. of Bidders: 10 Low Bidder: Eagle-Elsner, Inc., Tigard

Low Bid: \$ 219,995.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Tigard and receipt of deposit by the City.

2nd Bidder: Morse Bros., Inc., Lebanon \$ 220,207.00

3rd Bidder: K.F. Jacobsen & Co., Inc., Portland \$ 231,070.00

No. 12 Project: Bologna Creek-Grant County Line Section (Contract No. 10,845)

Type of Work: Grading, Scaling, & Slope Prot. Mat F. A. No.: MA-HES-6(22)

County: Wheeler Highway: John Day (ORE 5)

No. of Bidders: 12 Low Bidder: Barnes, Inc., Lewiston, ID

Low Bid: \$ 166,218.75

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA.

2nd Bidder: Pynch-Turner, Inc., Roseburg \$ 171,286.90

3rd Bidder: Weaver Construction Co., LaGrande \$ 173,617.50

On December 26, 1989, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on December 21, 1989, and authorized him to sign contracts when conditions for the awards have been met. On Jobs 1, 2, 3, 5, 10 and 11 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 15 day of January, 1990


Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 2/20/90

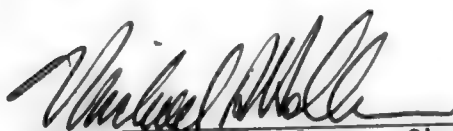
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Interagency agreement with University of Oregon, Community Planning Workshop, to perform a Vegetation Management and Visual Enhancement Study on a 15-mile section of US101 in Curry County at a cost not to exceed \$16,000. The pilot study will produce a methodology for assessing vegetation management needs and visual enhancement opportunities along the entire coast highway. This study will utilize Highway Planning and Research funds.

Dated this 24 day of January, ¹⁹⁹⁰~~1989~~



Michael P. Hollern, Chairman
Oregon Transportation Commission

January 18, 1990

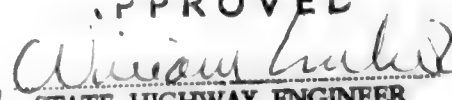
APPROVED

for STATE HIGHWAY ENGINEER
DATE 1/18/90

EXHIBIT B
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

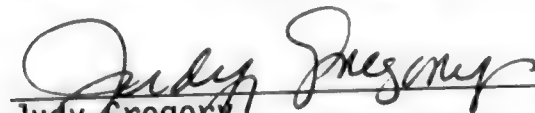
Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On January 16, 1990, approved a personal service contract with Yolanda D. King to deliver a speech to State employees and invited guests at the State Capitol Building on January 16, 1990, at a cost not to exceed \$4,000. The speech concerned the life and civil rights movement of Dr. Martin Luther King, Jr.
- 2) On January 19, 1990, approved an intergovernmental service agreement with Chemeketa Community College to conduct the following courses between February 21 and March 14, 1990, at a total cost not to exceed \$3,100:

Preparing to be Interviewed
Presentation Skills
Conducting Effective Interviews

- 3) On January 30, 1990, signed the following amendments to personal service contracts with regard to the TEAMS Enhancement project. (Approved by Transportation Commission December 19, 1989):
 - A. Data Processing Resources, Inc., Amendment No. 5. Extends ending date to December 31, 1990, and provides an additional \$295,326 for a new total not to exceed \$905,526.
 - B. Price Waterhouse, Amendment No. 2. Extends ending date to December 31, 1990, and provides an additional \$776,314 for a new total not to exceed \$2,725,534.

Dated this 6th day of February, 1990



Judy Gregory
Interim Deputy Director

February 2, 1990

EXHIBIT C
MINUTES OF 2/20/90

QUARTERLY REPORT OF PROPERTY DAMAGE CLAIMS
MADE AND COLLECTED BY STATE HIGHWAY DIV. LEGAL SECTION
Period From 10-1-89 Thru 12-31-89

	No.	Amount
Claims Pending at Beginning of Period	260	\$565,132.34
Claims Pending at End of Period	<u>176</u>	<u>\$468,898.78</u>
<hr/>		
Money Collected During Period		
Installment Payments	88	\$ 12,184.75
Compromise Payments	1	\$ 267.13
Payments in Full	<u>141</u>	<u>\$172,392.65</u>
TOTAL		<u>\$184,844.53</u>
<hr/>		
Claims Abandoned During Period	<u>7</u>	\$ <u>6,690.49</u>
<hr/>		
Damage Cases (Actions Filed)	<u>169</u>	<u>\$186,527.13</u>
Uncollected Judgments	<u>*-0-</u>	\$ <u>-0-</u>

*Referred to Department of Revenue for collection

BLM:aml/2962G

EXHIBIT C
MINUTES OF 2/20/90

HIGHWAY DIVISION DAMAGE CLAIMS
Collected by Department of Justice

ANNUAL COLLECTIONS

January 1, 1990

1980	\$ 368,834.64	(482 files opened)
1981	547,753.46	(506 " ")
1982	442,129.47	(417 " ")
1983	467,551.22	(414 " ")
1984	<u>575,497.35</u>	(544 " ")

5 year total \$2,401,766.14

1985	\$ 583,942.72	(553 files opened)
1986	1,049,426.36	(533 " ")
1987	839,993.36	(570 " ")
1988	1,386,493.77	(578 " ")
1989	<u>779,386.43</u>	(574 " ")

5 year total \$4,639,242.64

\$2,401,766.14

4,639,242.64

10 year total \$7,041,008.78

BLM:aml/2963G

EXHIBIT C
MINUTES OF 2/20/90

**REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER**

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

**CONTRACTOR AND
CONTRACT NO.**

SECTION AND COUNTY

Roy L. Houck, Construction
Contract No. 10658
Acceptance Date: January 4, 1990

N.W. Cornell Road at
N.W. Trail Avenue
Washington

Wildish Corvallis Construction Co.
Contract No. 10479
Acceptance Date: January 3, 1990

N.W. Harrison Blvd. -
Corvallis, ECL
Benton

Angell Asphalt & Aggregate, Inc.
Contract No. 10710
Acceptance Date: January 5, 1990

Spring Creek-Lostine

Wallowa

Stach Const. Co., Inc. &
Stach Equip., Inc.
Contract No. 10720
Acceptance Date: January 5, 1990

Little Deschutes River
(Bridge Drive) Bridge
Deschutes

R.L. Coats
Contract No. 10785
Acceptance Date: January 5, 1990

Frenchglen-Roaring Springs Ranch

Harney

Road and Driveway Co.
Contract No. 10744
Acceptance Date: January 5, 1990

Salmon River Hwy. at
North Bank Road
Lincoln

Schoolhouse R. Electric
Contract No. 10702
Acceptance Date: January 4, 1990

Target Store Access

Jackson

Roy L. Houck, Construction
Contract No. 10644
Acceptance Date: January 3, 1990

Oswego Hwy. at McKillican/Hood
(West Linn)
Clackamas

Coral Construction Co.
Contract No. 10609
Acceptance Date: January 3, 1990

Santiam Hwy. Interchange

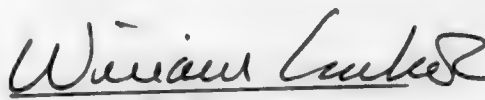
Linn

EXHIBIT C
MINUTES OF 2/20/90

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$3,474,517.08	\$94,659,085.16
Anticipated Costs	<u>3,282,048.74</u>	<u>93,512,529.77</u>
Percentage Overrun (Underrun)	-5.5%	-1.2%

January 26, 1990


for Donald E. Forbes
State Highway Engineer

BLW:mb

CPC/FL6

EXHIBIT C
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On December 27, 1989, signed a jurisdictional exchange agreement with Lincoln County and the Bay Shore Road District. Construction of the Alsea Bay Bridge in Lincoln County necessitates reconstruction of a section of View Ridge Drive. State will perform all work required to rebuild the road, and the Bay Shore Road District will accept ownership and maintenance responsibilities afterward. (Agreement signed by William Anhorn for State Highway Engineer.)
- 2) On January 9, 1990, signed a personal service contract with Prodata, Inc. for data system services for the Right of Way Section covering the period January 11 to April 1, 1990, at a cost not to exceed \$49,700. (Contract approved by Chairman Hollern December 28, 1989.)
- 3) On January 9, 1990, approved an 11.58% increase in project authorization on the SW Canby Street-SW Taylor's Ferry Road (Portland) Section of SW Terwilliger Boulevard in Multnomah County (Contract No. 10,793) in the amount of \$178,995.32.
- 4) On January 9, 1990, approved a 12.43% increase in project authorization on the SW Vermont Street-SW Barbur Boulevard Section of SW Bertha Boulevard in Multnomah County (Contract No. 10,794) in the amount of \$189,435.50.
- 5) On January 9, 1990, signed an agreement with Clackamas County for preliminary engineering work on the East Portland Freeway-Rock Creek Junction Section of the Sunrise Corridor. This agreement is funded with Access Oregon Highway Funds up to \$24,500.

EXHIBIT C
MINUTES OF 2/20/90

- 6) On January 21, 1990, signed a personal service contract with Gossard-Pyron Associates to perform team building training for the Highway Division covering the period January 29 to December 31, 1990, at a cost not to exceed \$75,000. (Transportation Commission approved September 19, 1989.)
- 7) On January 24, 1990, approved a 6.7% increase in project authorization on the Milwaukie Expressway-Linwood Avenue Section of Harmony Road in Clackamas County (Contract No. 10,684) in the amount of \$36,072.52.

Dated this 7TH day of FEBRUARY, 1990

William Forbes
for Donald E. Forbes, State Highway Engineer

February 5, 1990

EXHIBIT C
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on Pacific Highway West at S.W. Canterbury Lane in Tigard, Washington County. Bids received on December 21, 1989. Contract No. 10,809 awarded on January 12, 1990, to Copenhagen Utilities & Construction, Inc., Clackamas, at \$506,339.00.

The low bidder on the contract was Northwest Earthmovers Inc., Tualatin, but the bid was non-responsive as proposed use of subcontractor found to be decertified as a disadvantaged business enterprise.

- 2) Work on the Boardman Safety Rest Area Section of the Columbia River Highway in Morrow County. Bids received December 21, 1989. Contract No. 10,835 awarded on January 5, 1990, to Jim Maley Construction, Goldendale, WA, at \$189,996.45.
- 3) Work on the Lower Boones Ferry Road-Sagert Road Section of the Pacific Highway in Clackamas and Washington Counties. Bids received on December 21, 1989. Contract No. 10,836 awarded on January 5, 1990, to Wildish Standard Paving Co., Eugene, at \$7,406,626.00.
- 4) Work on the Empire-Coos Bay Highway at Woodland Drive in Coos Bay, Coos County. Bids received on December 21, 1989. Contract No. 10,837 awarded on January 5, 1990, to Johnson Rock Products, Inc., North Bend, at \$188,965.00.
- 5) Work on the Hoover Hill Road-Brockway Road Section of the Coos Bay-Roseburg Highway in Douglas County. Bids received on December 21, 1989. Contract No. 10,839 awarded on January 5, 1990, to Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, at \$783,702.15.
- 6) Work on the Beaverton-Tualatin Highway at S.W. McDonald Street in Tigard, Washington County. Bids received on December 21, 1989. Contract No. 10,844 awarded on January 5, 1990, to Eagle Elsner, Inc., Tigard, at \$219,995.00.

EXHIBIT C
MINUTES OF 2/20/90

- 7) Work on the Bologna Creek-Grant County Line Section of the John Day Highway in Wheeler County. Bids received on December 21, 1989. Contract No. 10,845 awarded on January 5, 1990, to Barnes, Inc., dba Barnes Drilling, Inc., Lewiston, Idaho, at \$166,218.75.

Dated this 7TH day of FEBRUARY, 1990.

William Gulioz
For Donald E. Forbes, State Highway Engineer

February 2, 1990

EXHIBIT D
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

- 1) On December 31, 1989, signed an agreement with the City of Hermiston which provides Immediate Opportunity Funds in an amount not to exceed \$300,000 to help finance the roadway construction between Feedville Road and Kelli Boulevard (access road to the NORPAC site). (Transportation Commission approved August 15, 1989.)
- 2) On January 2, 1990, approved an agreement with the City of Eugene covering power and maintenance responsibilities for the existing traffic signal on Beltline Highway at West 11th in Lane County.
- 3) On January 3, 1990, approved a supplemental agreement with Clackamas County to change the funding structure and alter the standard advance deposit process on the Cascade Highway North-Lester Interchange Section of Johnson Creek Boulevard. (Original agreement approved by the Transportation Commission on July 22, 1986, as part of the Six-Year Highway Improvement Program.)
- 4) On January 3, 1990, approved an agreement with Deschutes County and Wagner's Superstore, Inc., for roadway improvements on The Dalles-California Highway No. 4 at Murphy Road in Deschutes County at no expense to the State.
- 5) On January 4, 1990, approved a supplemental agreement with Wasco County which clarifies responsibilities for right-of-way acquisition and archeological studies on the Paquet Gulch (Reservation Road) Bridge in Wasco County. (Original agreement approved March 4, 1988, by State Highway Engineer under delegated authority.)

EXHIBIT D
MINUTES OF 2/20/90

- 6) On January 4, 1990, signed an agreement with Washington County covering the exchange of State funds for MSTIP funds to be used on the Main-Shute Park (Tualatin Valley Highway) Project and the Murray-Fanno Creek (Scholls Highway) Project in Washington County. (Transportation Commission approved August 16, 1988, in Six-Year Highway Improvement Program.)

- 7) On January 10, 1990, approved a supplemental agreement with the City of Tigard covering the advertising and awarding of contract responsibilities on the Pacific Highway West at SW 78th Avenue Project in Washington County. (Original agreement approved by Chairman Hollern for the Transportation Commission on August 15, 1988.)

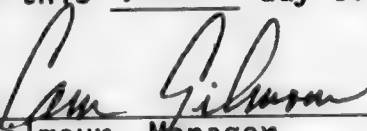
- 8) Signed Special City Allotment agreements with the following cities at a cost not to exceed \$25,000 each: (Approved by Transportation Commission September 19, 1989.)

<u>DATE</u>	<u>CITY</u>	<u>PROJECT</u>
12-31-89	Mitchell	High Street (Nelson St.-The School Rd.)
12-31-89	Sisters	Adams/Cedar Street (Pine St.-Cedar St. Main St.)
1-10-90	Talent	2nd Street (Wagner Butte Ave.-Wagner Ave.) Wagner Avenue (SPRR-Talent Ave.)
1-10-90	Shaniko	6th St., "D", 4th St., and "E" Streets
1-11-90	Sherwood	Meinecke Road (Lee Dr.-High School)
1-11-90	Joseph	Wrenn Ditch (Alder St.) Bridge
1-11-90	Echo	Bridge Street (Umatilla River-UPRR Right of Way)
1-11-90	Phoenix	Fourth Street (Main St.-N. Church St.)
1-11-90	Shady Cove	Williams Lane (State Hwy. 62-Flower St.)
1-11-90	Brookings	Elk Drive (5th St.-Ross Rd.)
1-24-90	Elkton	Second Street (State Hwy. 38-County Rd. No. 173.)
1-24-90	Jefferson	High Street (So. Main St.-Third St.)
1-24-90	Richland	Valley Street (First St.-Third St.)
1-24-90	Vale	Cottage Street ("I" St.-Morton)
1-24-90	Molalla	Shaver Avenue (Highway 211-Section St.)
1-24-90	Warrenton	SW 9th Street (Cedar Ave.-Juniper Ave.)

EXHIBIT D
MINUTES OF 2/20/90

- 9) On January 10, 1990, signed an agreement with Douglas County covering use of Immediate Opportunity Funds on reconstruction of a portion on the Oakland-Shady Highway at the Del Rio Road intersection. (Transportation Commission approved August 15, 1989.)

Dated this 7th day of February, 1990



Cam Gilmour, Manager
Program Section

February 2, 1990

EXHIBIT E
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following action was taken:

- 1) On January 16, 1990, signed an agreement with the City of Portland for installation of traffic control signal equipment on Pacific Highway East at the intersection of Grand Avenue at NE Halsey Street. The project shall be financed 100 percent by State at an estimated cost of \$60,000. (Transportation Commission approved February 21, 1989.)

Dated this 6th day of February, 1990


Dwayne Hofstetter, Traffic Engineer

February 2, 1990

EXHIBIT F
MINUTES OF 2/20/90

DATE: FEBRUARY, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 30) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS:

- 1) GRANT COUNTY: KIMBERLY SECTION - JOHN DAY HIGHWAY:
File 34098 - containing 6.28 acres; \$250; Approved 1/17/90.
- 2) LANE COUNTY: LOW PASS SECTION - MAPLETON-JUNCTION CITY HIGHWAY:
Files 07815 & 07819 - containing 72.76 acres (3 parcels); \$81,800;
Approved 10/07/88.
- 3) MARION COUNTY: CHEMAWA RD.-HICKORY ST.-SALEM PARKWAY:
Files 44618-21 & 44740 - containing 2.05 acres; \$230,000; Approved
1/30/90.
- 4) WASHINGTON COUNTY: TIGARD-NEWBERG - PACIFIC WEST HIGHWAY:
File 19729 - containing 220 Sq. Ft.; \$225; Approved 1/29/90.

AGREEMENTS:

- 5) ODOT Agreement No. RR-1304; Contract No. 90-1; with Southern Pacific Transportation Company; SPTC agrees to make track revisions on SPTC drawing B-1398 dated 4/09/84 attached to Agreement; Hwy. 101 alignment, City of Coos Bay; Estimated Cost \$92,268; Approved 1/10/90.
- 6) ODOT Agreement No. 1304; with Southern Pacific Transportation Company; Purchase of Southern Pacific Station grounds acquisition of replacement property for SPTC at Coos Bay, Oregon, Coos County by Bargain & Sale Deed; \$316,000 (\$256,000 payable in cash, and \$60,000 value of Exchange property); Approved 1/12/90.
- 7) Key File 10551; Misc. C. & A. 4819; Relinquishment of Title with City of Milton-Freewater; signed 1/19/90; MILTON FREEWATER-WASHINGTON STATE LINE; OREGON-WASHINGTON HIGHWAY.
- 8) Joint Use Agreement with Department of Forestry and Linn Forest Protective Association; 5-yr. term with expiration 1/08/95; SCOTT MTN. RADIO SITE; LINN COUNTY; for purpose of communication site; File 6004 003; approved 1/16/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION:

BENTON COUNTY:

CORVALLIS BYPASS (SOUTH UNIT) - CORVALLIS-NEWPORT HIGHWAY:
58088 Winston & Laurel Nelson; Martha Wilson \$ 30,001 App. 1/18/90

DIGGER CREEK BRIDGE - ALSEA HIGHWAY:
58566 Jason E. Widmer, Jr. \$ 17,825 App. 1/12/90
58568 John C. & Betty L. Schutte \$ 10,310 App. 1/08/90
58660 Richard E. Vaile \$ 19,500 App. 1/20/90

EXHIBIT F
MINUTES OF 2/20/90

Report of Actions Taken Under Delegated Authority
February, 1990
Page Two

OPTIONS: (Continued)

CLACKAMAS COUNTY:

CASCADE HWY. N., -LESTER INTERCHANGE - JOHNSON CREEK BLVD.:

58486	Ted L. Millar (C.P.); Mildred Gale (Fee)	\$ 2,100	App.	1/12/90
58494	Jim Foglio (C.P.)	\$ 4,040	App.	1/18/90

OSWEGO HWY. @ PIMLICO DR. (WEST LINN) - OSWEGO HIGHWAY:

57521	Harrison Palmer Kellum, Jr. Marianne Kellum Richardson	\$ 1,800	App.	1/12/90
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SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:

57795	Gayle L. & Carol M. Hayes	\$ 7,000	App.	1/20/90
57802	Betty L. Swanson	\$ 65,150	App.	1/12/90
57802	Bob Scheil (Fixtures/Sign)	\$ 16,700	App.	1/26/90

ZIG ZAG-RHODODENDRON - MT. HOOD HIGHWAY:

57721	Edwin H. Reid; William F. Reid; Oliver A. Reid; & Julie L. Huffman	\$ 150	App.	12/26/89
57723	Alprop Co.	\$ 150	App.	12/29/89
57725	Oran & Margery Robertson	\$ 150	App.	1/12/90

CLATSOP COUNTY:

GRUBB CREEK BRIDGE - NEHALEM HIGHWAY:

57533	Benjamin Benson, et al	\$ 1,775	App.	1/26/90
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COLUMBIA COUNTY:

S.C.L. SCAPPOOSE-MCL - COLUMBIA RIVER HIGHWAY:

56500	A. F. Grabhorn (Repair damaged Septic System)	\$ 3,500	App.	1/20/90
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COOS COUNTY:

COQUILLE REROUTE - COOS BAY-ROSEBURG:

6028 009	Worthington Robert Ward	\$ 13,500	App.	12/29/89
6028 014	City of Coquille	Donation	App.	1/20/90
6028 015	City of Coquille	Donation	App.	1/19/90

CURRY COUNTY:

ROGUE RIVER BRIDGE-GOLD BEACH - OREGON COAST HIGHWAY:

58547	Edward & Susan Kammer	\$ 300	App.	12/29/89
58552	Gloria J. King	\$ 2,260	App.	1/22/90
58562	Clifford William Stuck, et al	\$ 150	App.	1/22/90

EXHIBIT F
MINUTES OF 2/20/90

Report of Actions Taken Under Delegated Authority
February, 1990
Page Three

OPTIONS: (Continued)

DESCHUTES COUNTY:

O'NEIL JCT.-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:

57563	Howard Morf	\$ 16,500	App.	1/26/90
57566	James L. & Linda A. Wilson	\$ 3,930	App.	1/26/90
57568	Waldimer J. & Margaret Lehnertz	\$ 2,600	App.	1/03/90
57575	James W. Crawford (C.P.)	\$ 3,250	App.	1/05/90
	Central Oregon Industrial Group			
57591	Gladys Butler	\$ 3,000	App.	12/08/89
57595	Patsy C. Dean	\$ 4,835	App.	1/12/90
58656	Raymond H. Burkhardt	\$ 2,462	App.	1/11/90

HOOD RIVER COUNTY:

EMIL CREEK-MT. HOOD WINERY - WOODWORTH DRIVE:

58239	Hup Andy & Judith Irene Streich (C.P.)	\$ 2,300	App.	1/05/90
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MT. HOOD-LONG PRAIRIE RD. - MCKENZIE-BEND & THE DALLES-CALIFORNIA HIGHWAY:

57101	Donald H. McGraw	\$ 300	App.	1/18/90
57139	Muriel E. Young	\$ 2,400	App.	1/05/90
57164	E. R. Boles	\$ 300	App.	12/26/89
57233	Hanel Lumber Company, Inc.	\$ 1,100	App.	1/18/90

JOSEPHINE COUNTY:

FOOTHILL BLVD.-ROGUE RIVER/REDWOOD HWY. JCT. - REDWOOD HIGHWAY:

57406	Ronald C. Nunn, Trustee, et al	\$257,925	App.	1/18/90
57407	Ronald C. Nunn, Trustee, et al	\$202,075	App.	1/18/90
57421	Robert A. Jensen	\$ 39,055	App.	1/03/90

LANE COUNTY:

SALMON CREEK (OAKRIDGE) BRIDGE - WILLAMETTE HIGHWAY:

6029 002	Fredrick A. & Jan L. Dorn	\$ 150	App.	1/11/90
6029 006	J. Davidson & Sons Construction	\$ 1,660	App.	12/29/89

W. 11TH-GARFIELD - FLORENCE-EUGENE HIGHWAY:

58174	Melissa L. Martinson	\$400,000	App.	1/18/90
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LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:

55612	Everett & Dorothy Kennedy	\$ 1,850	App.	1/20/90
55613	Everett & Dorothy Kennedy	\$ 1,300	App.	1/20/90
55619	Edward M. Schroeder	\$ 550	App.	1/20/90
55653	George L. Caul	\$ 4,960	App.	1/19/90
55672	Donald L. & Helen F. Cushing	\$ 5,900	App.	12/27/89

EXHIBIT F
MINUTES OF 2/20/90

Report of Actions Taken Under Delegated Authority
February, 1990
Page Four

OPTIONS: (Continued)

MULTNOMAH COUNTY:

S.E. 221ST - S.E. 242ND AVES. - S.E. STARK ST.:
58395 Gresham-Troutdale Japanese American \$ 500 App. 10/17/89
Civic League

TERWILLIGER BLVD. INTERCHANGE - PACIFIC HIGHWAY:
6026 007 Richard E. & Karin L. Edgington \$ 72,500 App. 1/08/90

UNION/GRAND VIADUCT-S.E. RIVER RD. - PACIFIC HIGHWAY E.:
58306 Sigmond & Betty Merritt Sielicky \$ 2,050 App. 1/11/90
58313 Eloise Pepin \$ 4,220 App. 1/18/90

UMATILLA COUNTY:

NCL STANFIELD-STANFIELD INTERCHANGE - UMATILLA-STANFIELD HIGHWAY:
58670 First Interstate Bank of Oregon, N.A. Donation App. 12/28/89
Trustee (Herrick)

WASCO COUNTY:

IDAHO ST.-CARROLL RD. - STATE RD. (COUNTY RD.):
58586 Matthew Koerner; Michael Koerner \$ 1,600 App. 12/29/89

WASHINGTON COUNTY:

CORNELL RD. INTERCHANGE - SUNSET HIGHWAY:
58131 Lael J. Rees & Willis W. Rees \$ 7,200 App. 12/01/89
58134 Walter J. & Fern Mathiesen \$ 7,500 App. 1/20/90
58135 Kate & Frederick B. Lehman \$ 2,250 App. 1/26/90
58137 John & Frances L. Luchs \$ 8,000 App. 1/11/90

S.E. 21ST-BASELINE - TUALATIN VALLEY HIGHWAY:
57665 Mahendra Patel & Prakeshchandra Patel \$ 2,250 App. 12/26/89

YAMHILL COUNTY:

DEER CREEK BRIDGE - DEER CREEK FLAT ROAD:
58336 Anna M. Ladd \$ 800 App. 1/26/90

Dated this 5th day of February, 1989


Steven Green, Right of Way Manager

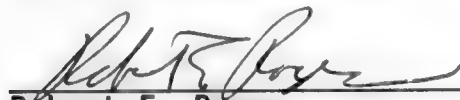
EXHIBIT G
MINUTES OF 2/20/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following actions were taken:

- 1) On December 19, 1989, approved a supplemental agreement with Portland State University for services on a site location study for an integrated traffic data collection system. This supplement revises the statement of work and extends the completion date from March 14, 1990, to September 29, 1990, at no additional cost.
- 2) On December 20, 1989, approved Supplement No. 4 to an agreement with Oregon State University for field testing of automatic vehicle identification equipment. This supplement extends the contract period to June 28, 1990.

Dated this 6 day of Feb, 1990



Robert E. Royer
Planning Engineer

February 2, 1990

EXHIBIT H
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Maintenance/Construction Engineer, the following actions were taken:

- 1) On December 28, 1989, approved Supplement No. 1 to a personal service contract with C. M. Consultants, Inc., on the Construction Contract Issues Study. This supplement extends the completion date to April 30, 1990, at no additional cost. (Kenneth Karnosh approved for Construction/Maintenance Engineer.)
- 2) On January 10, 1990, approved an agreement with the City of North Bend for signing improvement on the Oregon Coast Bike Route within the North Bend Bypass segment in Coos County.

Dated this 7th day of ~~Feb~~ February, 1990


Ken Husby, Manager
Office of Operations,
Maintenance/Construction Engineer

February 2, 1990

EXHIBIT I
MINUTES OF 2/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following actions were taken:

- 1) On January 11, 1990, approved a personal service contract with Insitu Tech to provide supervision of pressuremeter testing at the Catching Slough Bridge on the Coos River Highway in Coos County from January 11 to March 31, 1990, at a cost not to exceed \$3,000.
- 2) On January 23, 1990, approved Supplement No. 1 to a personal service contract with Ray King for artwork for the ODOT Materials Lab in Salem. This supplement extends the completion date to February 28, 1990.

Dated this 6 day of February, 1990


Thomas D. Lulay, Bridge Engineer

February 5, 1990

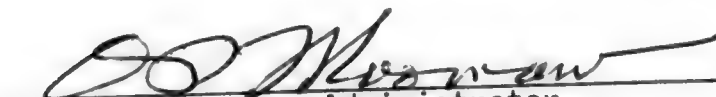
EXHIBIT J
MINUTES OF 2/20/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On November 8, 1989, approved a personal service contract with Robert Russell to conduct a training session for 20 DMV employees on developing and delivering effective training programs. The contract covers the period of February 15, 1990 at a cost of \$ 600.00.
- 2) On November 15, 1989, approved a personal service contract with Oregon Safety and Health System to provide training for 20 persons in a Defensive Driving Instructors development class. The contract covers the period November 20 and 21, 1989 at a cost of \$ 500.00.
- 3) On December 12, 1989, approved a personal service contract with Yolanda Cruz Escalante to prepare Spanish translations of DMV Driver Manual and other DMV manuals. The contract covers the period January 2, 1990 through June 30, 1990 at a cost of \$ 10,000.
- 4) On February 1, 1990, approved an interagency service agreement with Oregon State University to design and conduct a survey of snowmobile owners to determine average annual consumption of motor vehicle fuel to comply with ORS 802.120 (3)(5)(a)(b). The agreement covers the period February 15, 1990 through July 31, 1990 at a cost of \$ 6,668.
- 5) On February 1, 1990, approved an interagency service agreement with Oregon State University to design and conduct a survey of Class 1, 2 and 3 ATV owners to determine average annual consumption of motor vehicle fuel to comply with ORS 802.130(4). The agreement covers the period February 15, 1990 through July 31, 1990 at a cost of \$ 8,349.

Dated this 8th day of February, 1990


David P. Moomaw, Administrator
Motor Vehicles Division

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

WORKSHOP
DINNER MEETING

MARCH 19, 1990

AND

AGENDA REVIEW
FORMAL MEETING
WORKSHOPS
LUNCH

MARCH 20, 1990

At 3 p.m. on March 19, 1990, the Oregon Transportation Commission held a workshop in Room 122 of the Transportation Building in Salem to discuss budget issues and proposed legislative concepts. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Bill Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
David Moomaw, Administrator of Motor Vehicles Division
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Bothman outlined the six Department budget issues for the 1991-93 biennium. He asked for the Commission's input on the following issues:

- 1) Enhance organizational effectiveness by identifying administrative costs, minimizing assessments, direct charging support activities, and linking administrative costs with customer services.

Vice Chairman Whitty felt that it was important to keep track of downtime, unproductive, or unnecessary work and eliminate it, if possible.

Commissioner Breezley appeared to be not in favor of direct charging. He felt direct charging could take a lot of time to keep track of rather than controlling the costs.

- 2) Optimize service and products to customers without increasing staffing levels.

Mr. Bothman said that he was not setting a specific objective to reduce personnel.

- 3) Enhance the technical, interpersonal, teambuilding, and communication skills of employees.
- 4) Operate on minimum cash balances, putting user-fee revenues to maximum advantage.
- 5) Focus capital outlays towards positive short-term cost-benefit ratios.

(Continued on next page.)

Commissioner Breezley said this should be a consideration but not that it has to be for a short-term focus. Mr. Bothman agreed to making this change.

- 6) Improve the transit, rail, and aeronautics programs to move the Department towards a more balanced multimodal program.

Chairman Hollern said the outcome of the Roads Finance Study could influence the Department's budget. He suggested setting some standards or performance measures. Vice Chairman Whitty agreed that transit and rail should be considered as alternative transportation.

Mr. Bothman said if the Commission had any other thoughts concerning these budget issues to let him know as the Commission will be reviewing the rough cut budget next month.

Judy Gregory said each Division will now explain their proposed legislative concepts. She indicated that the deadline for submittal of these proposals to the Executive Department is May 1. She asked for the Commission's comments on these concepts so they can be further developed for a final decision at the April Commission meeting.

Roz Shirack presented the following proposed legislative concepts for the Central Services Division:

- 1) Increases motor vehicle and use fuel taxes by two cents per gallon in 1992 and 1993 and increases heavy vehicle tax by an amount sufficient to maintain cost responsibility among road users.

Chairman Hollern agreed that this should be considered as a legislative concept.

- 2) Redefines Emerging Small Business. This change would eliminate some larger firms from certification as ESBs thus affording smaller firms greater access to ESB programs and services. Develops legislation to allow for individual sureties to help meet the financial security test.
- 3) Develops legislation permitting the Department to borrow from the State Treasurer or private lending institution for short-term borrowing.

Chairman Hollern said he would like that available as an option.

(Continued on next page.)

- 4) Increases the limit on revenue bonds to \$155 million by amending ORS 367.620 and on general obligation bonds to \$195 million by amending ORS 267.555. This is necessary in order to give the Department the flexibility to choose the least expensive and most advantageous kind of bonds. This concept would allow the Highway Division to implement the Six-Year Highway Program as currently planned.

Mr. Anhorn presented the following proposed legislative concepts for the Highway Division:

- 1) Amends legislation to where a trucking company is not penalized by adding an additional axle or axles.
- 2) Clarifies truck wheelbase language.
- 3) Changes the legal width for all vehicles to 8 feet, 6 inches.
- 4) Eliminates exemptions for fluid leakage onto the highways.
- 5) Allows suspension of bidding rights involving the disadvantaged business enterprises.
- 6) Amends legislation to continue the collection of tolls on the Astoria-Megler Bridge in Clatsop County. The tolls would be used to finance needed rehabilitation projects on the bridge.

There was considerable discussion concerning the use of tolls. Commissioner Breezley felt that tolls should be considered as a revenue resource. Chairman Hollern said he would like to have more discussion as to where this might lead and he felt it should be an overall policy statement. He requested additional information on alternative positions, what other States are doing, and if this was a cost-effective approach. It was the consensus to not amend legislation concerning the collection of tolls specifically on the Astoria Bridge but to further study collection of tolls in general.

- 7) Amends legislation to allow the Highway Division to require existing and future overhead utility facilities to be placed underground at the expense of the facility owner on special projects or sections of highways as designated by the Commission.

(Continued on next page.)

Commissioner Breezley and Vice Chairman Whitty did not appear to be in favor of changing existing utility facilities but agreed that future utilities should go underground.

There was considerable discussion of this concept by the Commission and it was decided to defer action until tomorrow when Commissioner Bolender would be present.

Joan Plank explained the proposed legislative concepts of the Motor Vehicles Division as follows:

- 1) Increase, decrease or add fees for service as required to make sure fees cover the cost of providing the service.

There was discussion by the Commission concerning the fee for custom license plates. Chairman Hollern said he would support raising the fee but he would like to take another look at the marketing analysis. Mr. Moomaw agreed to review this analysis again and check with other States.

- 2) Adds sanctions to commercial driver licensing law for serious traffic violations.
- 3) Revises legislation to provide limited hearing on coercive procedures rather than Administrative Procedure Act hearings. This would revise ORS 809.440(2) to include ORS 809.300 as one of the statutes granting limited hearings.
- 4) Revises legislation to provide limited hearings on revocations under the Habitual Traffic Offender Act rather than Administrative Procedure Act hearings. It also revises ORS 809.440(2) to include ORS 809.640 as one of the statutes granting limited hearings.
- 5) Amends legislation to allow the Division to conform Oregon's odometer requirements relating to vehicle titling to Federal regulations. Amends related Oregon laws (not directly impacted by Federal requirements) for consistency.
- 6) Amends or adopts new legislation that would allow the Division to level workload in Division offices. For example, expand the Division's authority to adjust registration periods and fees at the time registration is renewed.

(Continued on next page.)

- 7) Requires Division to conduct a stolen vehicle check through the Oregon Law Enforcement Data Systems and the National Crime Information Center on instate title transfers of previously titled vehicles.
- 8) Changes the law governing the registration of heavy vehicles.
- 9) Clarifies portions of the vehicle code referencing prorated statutes.
- 10) Exempts convertor gears and tow dollies from title and registration requirements.
- 11) Allows the Division to suspend juveniles convicted of certain offense.

Mr. Bothman said that the Department is committed to bringing back to the Legislature a proposal for the splash and spray truck issue.

Mr. Moore presented the following proposed legislative concepts for the Public Transit Division:

- 1) Transfers two cents of the State cigarette tax from the General Fund to the Transit Acquisition and Construction Fund.

Vice Chairman Whitty thought this was a good concept but support would be difficult to obtain.

- 2) The Urban Containment Program is a concept to deal with urban sprawl and the problems of providing transportation services in low density areas. He said the program should be developed to ensure that the actions taken to increase land use and transportation system effectiveness are coupled with transit revenue production measures.

There was considerable discussion and the Commission instructed Mr. Moore to research and develop this concept further.

- 3) Promotes alternative modes (bus, carpool/vanpool) by changing the tax treatment of employee benefits and employer incurred costs.

Commissioner Breezley appeared to agree with the concept. Vice Chairman Whitty said he would prefer it as a Federal tax rather than a State as he felt it would not be supported in the Revenue Committees. Chairman Hollern asked Mr. Moore to research this concept further.

Margo Crow explained the proposed legislative concepts for the Aeronautics Division as follows:

- 1) Changes annual aircraft and pilot registration cycles from present calendar year base to anniversary date effective January 1, 1992. (Birthdate for pilots and date of manufacture for aircraft.)
- 2) Increases pilot registration from \$4 to \$6 per year effective January 1, 1992, and from \$6 to \$8 per year effective January 1, 1993.

Commissioner Breezley and Vice Chairman Whitty concurred that the fees should be increased beyond this proposal.

- 3) Revises aircraft registration fee schedule to streamline and simplify the existing sliding scale to improve net revenue and cost effectiveness.

There was discussion concerning a single fee. Chairman Hollern suggested informing the Aviation Advisory Committee that the Commission would be open to any kind of proposal that represents more of a change.

- 4) Increases jet fuel tax from one half cent to one cent per gallon and increases aviation gasoline tax from three cents to four cents per gallon.
- 5) Amends statutes to provide same tax treatment for State-owned airport property as that provided municipally-owned airport property.

There was considerable discussion concerning this concept and the Commission suggested that the Aviation Advisory Committee work on this concept.

- 6) Increases category of offense for prohibited aircraft operation.

Vice Chairman Whitty concurred in this concept.

- 7) Prohibits operation of an aircraft by anyone with a maximum allowable .04 percent blood alcohol content; declares implied consent for breath test; provides for action in case of refusal and establishes testing procedures.

This concept had the support of the Commission.

Mr. Bothman said the staff would be back to the Commission in April for their final approval of the concepts. There was discussion concerning the prioritization of the concepts by Department and/or Division. The Commission indicated they would like a short list of the concepts that will require their further support in order to receive approval by the Legislature.

(Written proposed legislative concepts in Commission's files, Salem.)

The workshop adjourned at 5:35 p.m.

At 7 p.m. March 19, 1990, the Oregon Transportation Commission held a dinner meeting with the Oregon Bicycle Advisory Committee at The Other Place Restaurant, 2410 Mission Street, Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Carol Mitchell, Public Affairs
Ed Schoaps, Public Affairs
Bill Anhorn, Deputy State Highway Engineer
Joe Holden, Interim Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Dick Unrein, Bikeway Program Manager
Peggy Corbet, Chairperson, Bicycle Advisory Committee
Jack Remington, Vice Chairperson, Bicycle Advisory Committee
Diane Bishop, Member, Bicycle Advisory Committee
Don Stathos, Member, Bicycle Advisory Committee
Fran Neavoll, Commission Services

Mr. Unrein gave the Commission some background on the Bikeway Program. He said in 1971 the Legislature passed the Oregon Bicycle Bill which required three provisions: 1) That the Highway Division, counties, and cities must spend one percent of their State Highway Funds to build and maintain bicycle and pedestrian facilities; 2) When the Highway Division, counties, and cities make highway improvements, building bicycle and pedestrian facilities must be considered; 3) The Highway Division must provide technical assistance to counties and cities.

Mr. Unrein said the 1973 Legislature passed a bill which established an eight-member advisory committee to provide advice to the Highway Division regarding the regulation of bicycle traffic and the

establishment of bicycle lanes and paths. He said the Committee is appointed by the Governor and must consist of: a) an employee of local government employed in land use planning; b) a representative of a recognized environmental group; c) a person engaged in the business of selling or repairing bicycles; d) a member designated by the Oregon Recreational Trails Advisory Council; e) one member under the age of 21 at the time of appointment; and f) three at-large members.

Mr. Unrein handed the Commission a packet of information concerning the bikeway program. (Copy in Commission's files, Salem.)

Chairperson Peggy Corbet of the Bicycle Advisory Committee addressed the Commission and her speech is summarized as follows:

- 1) She said that the Committee's long-standing goal is to strengthen intra-agency relations.
- 2) She told of the number of bicyclists in Oregon that translates into significant tourism dollars.
- 3) Oregon residents are using their bicycles more than ever for commuting and recreational purposes.
- 4) The recent development of the mountain bike has drawn many adults back into cycling.
- 5) Part of the diversification and growth in the number of bicyclists is due to a national trend toward more bicycling activity.
- 6) A survey conducted by the League of American Wheelmen determined that Oregon and Arizona were the most "Bicycle Friendly" States in the nation.

Chairperson Corbet outlined some of the projects the Committee have been involved with over the past several years, which have contributed to Oregon's bicycle friendly rating:

- 1) The Committee recommended the improved collection of data relating to the effectiveness of the existing designated route system.
- 2) The Committee endorsed a program to collect pertinent accident data using a system that gave a clear picture as to the cause of specific bicycle/automobile conflicts.
- 3) The Committee has recommended that both the manual site counts and the accident data reports be continued in order to give clearer justification for future facility planning.

(Continued on next page.)

- 4) Completion of a bicycle suitable guide map.
- 5) A revised and updated bicycle master plan.
- 6) Standardization of bikeway signing and striping guidelines.
- 7) The Committee recommended allocating \$900,000 a year for shoulder widening projects that are scheduled to eliminate many of the narrow shoulder conditions.
- 8) The Committee has been active in strengthening the relationship with the Region Engineers in order that bikeway facilities are considered at the project design stage.
- 9) Committee members have contacted the local District Maintenance Supervisors on a regular basis to discuss specific bikeway issues and maintenance procedures.
- 10) Region Engineers and District Maintenance Supervisors are invited to the Bicycle Advisory Committee meetings throughout the State.
- 11) The Committee has encouraged greater public input at each of the meetings.

Chairperson Corbet said some of the current issues that the Committee are involved with include:

- 1) Making recommendations for at-grade and grade-separated crossing design for bicyclists at freeway interchanges.
- 2) Providing input for the 1990 update to the AASHTO Bikeway Design Guidelines.
- 3) Working with the Motor Vehicles Division to help rewrite the bicycle segment within the Drivers Manual.
- 4) Helping to develop a set of statewide bicycle race guidelines to be implemented through the administrative rule process.
- 5) Interested in the progress of the Bicycle Safety Education Program.

Chairperson Corbet's comments for the future involvement by the Committee were:

- 1) To seek the most efficient ways to manage funding in order to provide quality bikeways which compliment the overall transportation system.
- 2) To attempt to expand the \$900,000 set aside for shoulder improvements on the State Highway System.
- 3) To be involved in the incorporation of bikeway planning for the future on the Parkway concept.
- 4) To be kept aware of popular bike routes so that the best bikeways are provided.
- 5) To be a part of any upcoming projects that could incorporate bicycle usage with public transit and encourage people to use their bicycles in conjunction with these options.
- 6) To encourage the Highway Division to give more consideration to the bicycle alternative in future planning efforts.
- 7) To continue to focus on keeping Oregon a sought after place as bicycle riders enhance the total livability of Oregon.

Chairperson Corbet in closing said the Committee would appreciate any support that the Commission could offer in preserving the Bicycle Safety Education Program within the Oregon Traffic Safety Commission. (Copy of written speech in Commission's files, Salem.)

Chairman Hollern said the Highway Division has done an excellent job in accepting this program and the Advisory Committee has done a lot to create that credibility of acceptance. He said on behalf of the Commission he was appreciative of the Committee's participation in this program.

The dinner meeting adjourned at 8:45 p.m.

At 8 a.m., March 20, 1990, the Commission met in 135 Transportation Building, Salem, to review the agenda for the formal meeting. (Notice of the review had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Don Forbes, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Carol Mitchell, Public Affairs
Joe Holden, Interim Administrator of Aeronautics Division
Fran Neavoll, Commission Services

There were other staff persons present.

Roz Shirack said she would be giving the Commission an update at the formal meeting on the actual and forecasted revenues and expenditures, and ending cash balance. She said the removal of the salary reserve was the reason for the decline in the ending balance.

Mr. Forbes reported to the Commission that he was chairing a committee to develop a statewide strategy for a drug-free work place. He said the committee has adopted the six principles developed by the Oregon Business Council and Drug Abuse Task Force and Resource Group. He mentioned that he had offered the Highway Division to be the lead agency for a pilot program implementing the six principles. He advised that the Division is in the process of developing a policy now and it may be ready to implement by mid-summer 1990. Chairman Hollern and Commissioner Breezley expressed their support of this program.

Mr. Forbes also handed the Commission documentation entitled "Managing Organizational Activities, Visions of a Well Run Highway Division, and Managing for Total Performance through Preparation, Tool, and Motivation". (Copy of documentation in Commission's files, Salem.)

Mr. Forbes advised the Commission that a private accounting firm had been hired to conduct a special audit at the Highway Division equipment centers in Bend, La Grande and Salem. He explained that there is concern that the Division's procedures for crediting returned items may not have been used properly in some areas. He said it was not known whether this is resulting from improper bookkeeping procedures or if it involved a personal benefit for an employee. The firm has not concluded their audit.

Mr. Bothman briefly discussed with the Commission the National Transportation Policy and a recent announcement made by Secretary of Transportation Samuel Skinner.

Chairman Hollern suggested that the Commission meet with the Department's new Washington, D.C., liaison consultant before next September.

The Commission then viewed a video concerning Ballot Measure 1 which would amend the Oregon Constitution to allow local voters the opportunity to decide how local vehicle registration fees should be used. Road user taxes and fees cannot now be used for anything but road construction, maintenance, and repair. Mr. Moore said at the request of the Commission he would be presenting a resolution for their consideration at the formal meeting concerning Ballot Measure 1. He mentioned that the Commission's endorsement of this measure will also be included in the Voter's Pamphlet. He told the Commission of the Department's internal and external communication strategy.

Mr. Moore said it would be significant if the Commission could contact a number of Oregon newspapers in order to receive a positive editorial in support of the Measure. The Commission agreed to contact the following newspapers:

<u>Newspaper</u>	<u>Commissioner</u>
Coos Bay World	Whitty
Eugene Register Guard	Hollern & Whitty
Medford Mail Tribune	Ford
Roseburg News-Review	Whitty
Grants Pass Daily Courier	Ford
Klamath Falls Herald and News	Ford
Pendleton East Oregonian	Hollern

The agenda review adjourned at 9 a.m.

On March 20, 1990, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122 of the Transportation Building in Salem) beginning at 9 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Don Forbes, State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Carol Mitchell, Public Affairs
Joe Holden, Interim Administrator of Aeronautics Division
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

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There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the February 19 and 20, 1990, meetings.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2820 in Commission's files, Salem.)
- 3) Adopted resolution abandoning a former alignment of the Trout Creek-Enterprise Section of the Wallowa Lake Highway in Wallowa County to the adjoining property owners. (Abandonment Resolution No. 644 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission
Interim Deputy Director of Transportation
State Highway Engineer
Program Manager
Traffic Engineer
Right of Way Manager
District 14 Maintenance Supervisor
Bridge Engineer
Region 4 Engineer
Region 5 Engineer
Motor Vehicles Administrator
Assistant Attorney General
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I
Exhibit J
Exhibit K
Exhibit L
Exhibit M

The Commission confirmed their next meeting dates of April 16 and 17 in The Dalles. Mr. Bothman outlined the tentative schedule of the Commission's activities for this trip:

April 16

10:30 a.m. - 5 p.m.
7:00 p.m.

Tour
Dinner with local officials

(Continued on next page.)

April 17

7:00 a.m.	Breakfast to discuss the Six-Year Program
9:00 a.m.	Formal Meeting
11:15 a.m.	Workshop with Historic Columbia River Citizens Advisory Committee
12 noon	Lunch with local officials
1:30 p.m. - 5:30 p.m.	Budget workshop

The Commission set tentative dates for the following meetings in Salem as May 14 and 15, 1990.

Mr. Bothman mentioned that a special achievement award from the American Planning Association, Oregon Chapter, had been presented to Chairman Hollern and Don Byard, Highway Plan Manager, for their work on the US Highway 101 Improvement Strategy. Chairman Hollern then presented to Mr. Byard the plaque.

Mr. Bothman and the Commission recognized the Bicycle Program and Dick Unrein for Oregon's selection as the top "bicycle friendly" State in the nation and the American Library Association's selection of the Oregon Bicycle Master Plan as a notable document for quality of communication.

Chairperson Corbet of the Bicycle Advisory Committee commended Dick Unrein for his work on the program.

Mr. Bothman said it is necessary for the Commission to clarify their policy on the Oregon US-101 Planning Study. Phase 1 is completed and plans to obtain Federal Funds for Phase 2 were unsuccessful. He mentioned that the staff are continuing to work at the Congressional level for possible funding under the Surface Transportation Act of 1991 and the Scenic Byways Bill being carried out by FHWA. In the meantime, he said he felt the planning effort should continue. He asked the Commission if projects should be included in the Six-Year Program. He said the Commission had previously instructed that a project a year be included in the Six-Year Program and he was concerned if that was an adequate commitment.

Mr. Forbes said \$800,000 had been anticipated for planning on Phase 2. Mr. Byard commented that the entire coast route would cost in the range of \$1.5 to \$2 million. He said this could be done in portions but there is an advantage in doing it all at once.

Chairman Hollern indicated the Commission's support for the parkway concept. It was the Commission's direction to proceed with development of a project a year to be included in the Six-Year Highway Improvement Program, to proceed with funding for the first half of the Phase 2 Planning Study at the \$800,000 level, and to continue to secure Federal involvement for the second half of the study.

March 20, 1990

Roz Shirack gave a report on the actual and forecasted revenues, expenditures, and budget ending balance as of December 1989. Her report is summarized as follows:

HIGHWAY DIVISION

Actual and Forecasted Revenues 1989-91

5% above forecast
Higher Federal Funds
State user fees above forecast

Actual and Forecasted Expenditures 1989-91

2% above forecast
Construction expenditure higher
than forecast

Budget Ending Balance June 1991

\$40 million decrease (43%)
Higher expenditures
Construction \$ 6 Million
Maintenance 8 Million
Capital Construction 8 Million
Fleet 5 Million
Administration 5 Million
\$32 Million

Lower Revenue \$ 8 Million

MOTOR VEHICLES DIVISION

Actual and Forecasted Revenues 1989-91 3% above forecast

Actual and Forecasted Expenditures 1989-91

9% above forecast
Higher costs for drivers manuals, license plate contract, salaries and budget cuts to services and supplies and personal services.

Budget Ending Balance June 1991

\$0 ending balance required by statute
Higher costs to implement new laws
Salary reserve removed
Higher transfers to Highway

(Continue on next page.)

AERONAUTICS DIVISION

Actual and Forecasted Revenues 1989-91

45% below forecast
Mogas transfer not yet received
Federal Funds not yet received

Actual and Forecasted Expenditures 1989-91
2% above forecast

Budget Ending Balance June 1991
10% increase
Unbudgeted donations for Federal match

PUBLIC TRANSIT DIVISION

Actual and Forecasted Revenues 1989-91

5% above forecast
Lower special transportation
funds requests from local recipients

Actual and Forecasted Expenditures 1989-91
14% below forecast
Lower requests from local recipients

Budget Ending Balance June 1991
74% decrease
Salary reserve removed
Total revenues and expenditures
will approach forecasts

CENTRAL SERVICES DIVISION

Actual and Forecasted Revenues 1989-91
24% below forecast
Late billing to divisions

Actual and Forecasted Expenditures 1989-91
7% above forecast
Higher costs for contracted services

Budget Ending Balance June 1991
36% decrease
Child care reserve removed
Salary reserve removed

(See written documentation and graphs in Commission's files,
Salem.)

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Roz Shirack also discussed with the Commission the cash balance of the Highway Fund. She reported that the February cash balance of the operating fund was \$79 million. The Division expects to continue to make progress of reducing the cash balance. The target balance for the operating fund is expected to be reached following the 1991 construction season.

Judy Gregory requested approval of an agreement with AAMVAnet, Inc., to provide network services for access to the nationwide Commercial Driver License Information System. She said Oregon's participation in the Commercial Driver License Information System is required by Congressional enactment that makes 10% of the FHA funds contingent upon State participation. This agreement is required to be in place to begin issuing commercial driver licenses on April 2, 1990. The approximate costs for the network services will be \$3,000 per month. Vice Chairman Whitty moved for approval of the agreement. The motion carried unanimously and the Commission authorized the Interim Deputy Director to sign the agreement on their behalf.

Mr. Moore said a resolution has been prepared urging Oregonians to vote yes on Ballot Measure 1 on May 15, 1990. He said the passage of Ballot Measure 1 on May 15 would change the Oregon Constitution to give local citizens a full range of transportation options from which to choose when developing local transportation programs. He said the Commission had requested the Department to prepare the resolution to clarify any misunderstandings about the Ballot Measure. Chairman Hollern read the following resolution into the record.

OREGON TRANSPORTATION COMMISSION
RESOLUTION

WHEREAS:	Oregon's local communities know best how to solve local transportation problems and fund and develop local transportation projects; and
WHEREAS:	The Oregon Constitution currently limits the options local communities may use to help develop transportation programs in response to unique local needs; and
WHEREAS:	Oregon's transportation network plays an essential role in our economy through the safe and efficient movement of people and products statewide; and
WHEREAS:	The passage of Ballot Measure 1 of the May 15, 1990 Oregon Primary Election will change the Oregon Constitution to give local citizens a full range of transportation options to choose from to help develop local transportation programs; and
WHEREAS:	The passage of Ballot Measure 1 will not raise state or local taxes nor affect the state highway trust fund, but instead will add greater local control to help solve local transportation problems;
NOW, THEREFORE:	Be it resolved that we, the members of the Oregon Transportation Commission, join with transportation experts, state, county and city officials, business and industry leaders and concerned citizens statewide to urge Oregonians to vote YES on Ballot Measure 1 on the May 15, 1990 Oregon Primary Election.

IN WITNESS WHEREOF, we each hereunto set our hand. Done at the Transportation Commission regular monthly meeting in the City of Salem and the State of Oregon, on this day, March 20, in the year of our Lord, One Thousand Nine Hundred Ninety.

Commissioner Breezley moved for adoption of the resolution. The motion carried unanimously by the Commission.

Upon the recommendation of Mr. Holden, Commissioner Ford moved for approval of a methodology to be used by the Executive Department, in consultation with the Aeronautics and Motor Vehicle Divisions, in preparing an estimate of unrefunded motor vehicle tax to be transferred from the Motor Vehicle Division's Suspense Account to the State Aeronautics' Account for the 1989 fiscal year. The motion carried unanimously by the Commission. (See copy of methodology in Commission's files, Salem.)

Mr. Forbes requested authority to enter into multiple flexible contracts for biological services for a total amount of \$200,000. The contracts would be established for a two-year period and would be renewable at the end of the term. He explained that the consultant services would be requested as needed on a project-by-project basis. He explained that the request is made because existing biologists and wetland specialists staffing levels are not sufficient to do forecast project development work within established time frames. Vice Chairman Whitty moved for approval for him to proceed with the selection of the consultant or consultants and to undertake the contracts. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the contracts.

Mr. Forbes requested authority to expand the existing public involvement program with the consulting firm of Jeanne Lawson Associates for the Sunrise Corridor (Unit 2). He said this firm is assisting the Highway Division through the preliminary engineering phase of the Sunrise Corridor. He said this consultant has proven to be very effective in providing a neutral liaison between the public and the State and has helped maintain the credibility and professional image in the community. He recommended expanding the current public involvement program and increasing the total contract amount from \$30,000 to \$90,000. Commissioner Ford moved for approval and Commissioner Breezley seconded. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign a supplemental contract.

Mr. Forbes recommended increasing the funding for the Local Agency Bridge Inspection Program by \$850,000 per year for a total of \$1,450,000 per year. He explained that at the May 1989 meeting the Commission approved the program at a funding level of \$600,000 per year. He said this increase is due to the inspection costs varying considerably from the preliminary estimates. Mr. Forbes said that he would be able to give the Commission a progress report on this program by summer. Vice Chairman Whitty moved for approval of the increase. The motion carried unanimously by the Commission. The Commission also authorized the State Highway Engineer to sign consultant contracts on their behalf.

Mr. Forbes requested authority to hire a consultant to perform the physical design, programming, and implementation phase of the Right of Way Section's automated database project at a cost not to

exceed \$230,000. The purpose of the project is to install a centralized information system for the Section to organize and keep vital right of way information more efficiently. Commissioner Breezley moved for approval of this contract. The motion carried unanimously by the Commission and the State Highway Engineer was authorized to sign the selected consultant contract.

Mr. Forbes requested authority to enter into a personal service contract for geotechnical and foundation investigation and design of the Rocky Point Viaduct Project on the Oregon Coast Highway in Curry County. He said the contracted work is expected to be less than a maximum cost of \$125,000. The project is in the 1989-1994 Highway Improvement Program and consultant work would be funded using preliminary engineering funds. Commissioner Ford moved for approval to proceed with the selection of the consultant. The motion carried unanimously. The Commission also authorized the State Highway Engineer to sign the necessary contract.

Mr. Forbes recommended increasing the project authorization on Contract No. 10,829 on the Pacific Highway East at Quinaby Road in Marion County by \$57,344.90 (20.6% increase). Vice Chairman Whitty moved for approval of the increase. The motion carried unanimously by the Commission.

Mr. Forbes requested an increase in project authorization on Contract No. 10,361 for work on the "E" Avenue-Ladd Street (Lake Oswego) Section of the Oswego Highway in Clackamas County by \$292,100.30 (10.4% increase). Commissioner Breezley moved for approval of the increase. The motion was carried unanimously by the Commission.

Cam Gilmour reported on the 18 Six-Year Highway Improvement Program meetings which had been held around the State between February 20 and March 8, 1990. He said 1,300 persons attended the meetings with 494 persons testifying (34% of those attending). He made the following observations concerning the meetings:

- 1) There is support for the Access Oregon Highways Program and for strong access management controls on the Access Oregon Highways routes.
- 2) Many testified that the Preliminary Program responded to their prioritized requests. Some felt their priority requests were not adequately addressed.
- 3) Numerous requests to advance projects to earlier construction dates were received.
- 4) Some requests for new projects were made.

Mr. Gilmour said the Region Engineers will now submit the revisions to the Preliminary Program as a result of the information received at the meetings. From those revisions, a Proposed Program will

be prepared for discussion with the Commission at the April meeting. Following the Commission's discussions, revisions will be made and the Program will be released to the public for response. This will enable the public to respond to the Commission at the June meeting.

The Commission felt that preservation projects should be identified in the Six-Year Program at least for two years and beyond that where identifiable.

At the April meeting, the Commission will discuss the issue of programming discretionary projects and overprogramming. The issue of bonding will also be a topic of discussion at that meeting.

Commissioner Breezley said he would not be able to attend the April meeting. At the Six-Year meetings he attended, he observed that the Region Engineers were greatly appreciated and respected by their constituencies. He felt that the public was appreciative of the work that had been accomplished in the past.

Chairman Hollern asked that as a result of the meetings attended by the Commission if they had any requests for changes in the Program to get the information to Mr. Gilmour.

Earl Blumenauer, City Councilor of Portland, spoke concerning the relationship of the City and the Transportation Commission as it relates to long-range planning, the challenge of growth in the metropolitan area, the partnership in dealing with growth, and the City's commitment to light rail. He also spoke about what has been done in the metropolitan area integrating land use planning and transportation. He felt it would be necessary to have a stronger partnership over the next decade, and he asked that the Commission accept a broader role in the metropolitan area planning process. He suggested additional discussions on the Department's arterial street policy because of the needs in the Portland region, the planning for future growth, and the coordination of the State's decisions from within the Department and the various local and State agencies. He asked that the Department work more and better together.

Chairman Hollern said he shared his feelings on the need to work cooperatively with the City. Vice Chairman Whitty said he thought the City and the State can work together to solve the problems.

There being no further business to consider at the formal meeting, Chairman Hollern adjourned the meeting at 10:33 a.m.

At 10:40 a.m. March 20, 1990, a workshop was held in the same room to discuss the Highway Plan and the Roads Finance Policy Committee study proposal. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Don Forbes, State Highway Engineer
Bill Anhorn, Deputy State Highway Engineer
Joe Holden, Interim Administrator of Aeronautics Division
Al Steger, Federal Highway Administration
Fran Neavoll, Commission Services

Mr. Anhorn said in preparing the Statewide Highway Plan there were some issues that need to be brought to the Commission's attention prior to their adoption in July. He asked Tim Thex to review the proposed Highway Plan. Mr. Bothman said this document has not been updated since 1984 and this Plan provides the guidance for the development of the Six-Year Program.

By use of visual aides, Mr. Thex outlined the elements of the Plan as facility needs; policy issues dealing with access control, land use, Access Oregon Highways, and load limits; and financing.

Mr. Thex said the facility needs consist of the following:

FACILITY NEEDS

Four-level system of:

- Interstate
- Statewide (Access Oregon Highways/US101)
- Regional
- District.

Modernization:

- Capacity (added lanes/width).
- Reconstruction (bring to geometric standards)

Preservation (Structural overlays, State Surface Preservation Program, etc.)

Operations (Signals, rockfalls, overpass screening, etc.)

Bridge (Replacement and repair.)

Maintenance

Other (Debt service, administration, Local Pass-Through, etc.)

Mr. Thex reviewed for a ten-year period (1991 through 2000) the needs/revenue levels covering modernization, preservation, operations, maintenance, bridge, and other. He also reviewed the needs criteria covering the Interstate, Statewide (AOH/US101), Regional, and District Highways as well as the preliminary modernization needs and Six-Year Program amounts per region for each highway category.

Mr. Thex outlined the objectives of an access management policy as:

- 1) Build on Access Oregon Highways policy to develop a policy to manage access on all State Highways.
- 2) Develop different standards or degrees of access management for each highway level of importance.
- 3) Coordinate policy with Access Procedures Manual currently under development by the Division.

Mr. Thex discussed the objectives of a land use policy as:

- 1) Make the land use laws work for the Department and not as a barrier.
- 2) Set the ground work for the Highway Plan to be incorporated into local Comprehensive Plans during periodic review.
- 3) To use land use tools to protect the integrity of the highways.

Mr. Thex listed the objectives of an Access Oregon Highways Policy as:

- 1) Achieve a network of high speed facilities with maximum levels of service and minimum amounts of delay.
- 2) Protect the integrity of the Access Oregon Highways routes.
- 3) Strengthen the Highway Division/local government partnership to achieve mutual highway and community goals.

Mr. Thex outlined the objectives of the load limit policies. He said currently the Division has identified 710 miles of load-restricted highways and 26 load-restricted structures on the State Highway System.

This policy would define a course of action to deal with these highways and structures. The approach that the Regions feel is appropriate at this point is:

<u>HIGHWAY</u>	<u>BRIDGES</u>	<u>APPROACH</u>
6.5 Miles	11	Already in 6-Year Program
246.4 Miles	2	Remove from list
172.6 Miles	5	Recommend for construction
284.2 Miles	8	Leave restricted - no action
710 miles	26	

Mr. Thex said other tentative policies are the Scenic Highway/Parkway, Visual Resource Management Policy, and Research.

Mr. Thex outlined the Ten-Year (1991-2000) revenue levels and the funding level tradeoffs for each work category.

Mr. Bothman said there is a need to include in the Highway Plan Update a target for future revenue requirements for the State Highway System.

Chairman Hollern asked for a report on what could be funded if the Department was to receive a two-cents-a-year plus equivalent weight-mile tax. He felt it was important to know how much revenue is needed and what could be accomplished, if it were provided, when appearing before the 1991 and future legislative sessions.

Commissioner Breezley said he would like to know what the real transportation needs are and how they will be met 20 years from now. He mentioned the possibility of other funding, such as bonding, toll roads, etc., should be considered.

Chairman Hollern felt that the Plan should include other modes of transportation, such as transit, air, and rail.

Mr. Thex said a preliminary draft would be available in May for the Commission to consider. He said the plan would also have an external review by other State agencies, local officials, and user groups.

Mr. Thex said there will need to be decisions by the Commission on program allocations, Region modernization allocation percentages, maintenance levels, bridge program, multi-modal element, policy decisions, and tolling/bonding. Mr. Bothman suggested that new revenues should also be added to the list of decisions needed. (Written documentation in Commission's files, Salem.)

There was discussion concerning the legislative concept of undergrounding utilities on highway construction projects. The Commission agreed that the staff should study this as a policy issue rather than a legislative concept. Commissioner Breezley said that it should be noted that the Commission encourages the use of underground utilities as

projects are being considered, urges that the utilities and communities work cooperatively, and supports undergrounding utilities. The Chairman concurred with his remarks. The staff agreed to study this issue further. Mr. Bothman said it would be helpful if this policy could be included in the Highway Plan.

Chairman Hollern said the other item to be discussed was the Roads Finance Policy Committee study proposal. Mr. Bothman recalled that a consultant study (Making the Right Turn) funded by the State, counties, and cities for the 1987 legislative session defined needs, revenue, and the funding gap for the 42,000 mile road system. He said there was a brief update to this study on the gap which was prepared for the 1989 legislative session. He said this is being managed by a Policy Committee, with technical guidance by a Steering Committee.

Mr. Anhorn briefly discussed the short-term and long-term issues presented by the Steering Committee to the Policy Committee.

Short-term Proposals for 1991 Legislative Session
(Six of the fifteen proposals.)

- 1) How much revenue to ask for in the 1991 session, such as gas tax, weight-mile tax or registration increase.
- 2) Should a portion of that increase be allocated to urban arterials.
- 3) Should a portion of that increase be allocated to bridge funding.
- 4) Ballot Measure 1 backup. If this measure does not pass, should there be a proposal to take to the Legislature as a backup position.
- 5) Funding for next needs study.
- 6) Funding split issue.

The Commission agreed not to earmark funds for special projects, such as urban arterials and bridge funding. Vice Chairman Whitty said on Question No. 1 the Department should wait and see how the needs for the next 20 years are going to balance up with the revenues.

Mr. Anhorn then discussed the five options for the long-term issue-needs study.

LONG TERM ISSUE - NEEDS STUDY

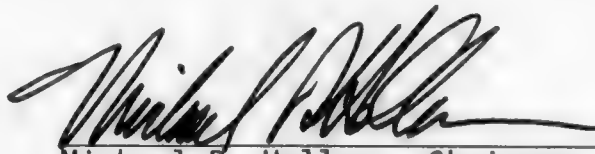
- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 1. MINOR UPDATE | \$125,000 |
| <ul style="list-style-type: none">• MAKE MINOR ADJUSTMENTS TO PRESENT STUDY• NO NEW SURVEY• 5 MONTHS DURATION | |
| 2. MAINTENANCE ONLY UPDATE | \$450,000 |
| <ul style="list-style-type: none">• NEW INVENTORY SURVEY• NO CAPACITY NEEDS IDENTIFIED• 9 MONTHS DURATION | |
| 3. FULL NEEDS STUDY | \$1.25 MILLION |
| <ul style="list-style-type: none">• MAJOR METHODOLOGY CHANGES• CHANGE MTC AND PAVEMENT LIFE ASSUMPTIONS• NEW, EXPANDED INVENTORY SURVEY• 12 MONTH DURATION | |
| 4. FULL NEED STUDY WITH MACROECONOMIC EVALUATION OF IMPROVEMENTS | \$2.0 MILLION |
| <ul style="list-style-type: none">• EVERYTHING FROM ALTERNATIVE 3• ANALYSIS OF CONSUMER DEMAND• BENEFIT/COST ANALYSIS OF TRANSPORTATION IMPROVEMENTS INCLUDING OTHER MODES• 20 MONTH DURATION | |
| 5. MULTI-MODAL STUDY | \$2.5-\$4.0 MILLION |
| <ul style="list-style-type: none">• NEEDS ANALYSIS OF ALL MODES• MICRO-ECONOMIC EVALUATION OF ALL MODES• NEW STEERING/POLICY COMMITTEE STRUCTURE• 24 MONTHS DURATION | |

The Commission supported a minor update of the needs study and a multimodal needs study that would involve all modes of transportation. The staff was instructed to prepare sufficient data to cover the multimodal study to possibly obtain General Fund financing for a 1993 study for the Legislature. (Written documentation in Commission's files, Salem.)

The workshop adjourned at 12:12 p.m.

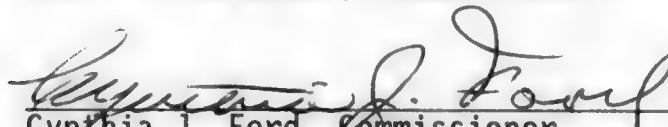
At 12:15 p.m. the Commission had lunch in the Director's Office. During lunch, the Commission informally discussed the Six-Year Highway Improvement Program. They indicated concern for the US26 effort in the Government Camp area, the necessity for proceeding with construction on the I-5/217 Interchange, the need to program the Highway 140/White City connection to I-5, the need to proceed with the US101 Project north of Tillamook, and the need to work toward the Mt. Bachelor Project in Fiscal Year 1991.

The Executive Session scheduled for 12:30 p.m. in the Director's office pursuant to ORS 192.640(2) was cancelled. Chairman Hollern instructed that it be rescheduled for the May meeting when Commissioners Breezley and Bolender could be in attendance.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Roger L. Breezley, Member

EXHIBIT A
MINUTES OF 3/20/90

TO: Oregon Transportation Commission

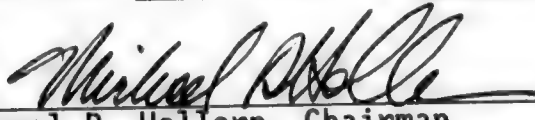
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Grant authority to State Highway Engineer to enter into and sign a personal service contract with a consultant to perform drilling, sampling, and reporting via a "design review report" to complete the Phase 2 program for a new Rocky Point Viaduct on the Oregon Coast Highway in Curry County. The Highway Division does not own horizontal drilling equipment which is required for the angle holes and testing at this site. Estimated cost is \$50,000 or less.
- 2) Grant authority to State Highway Engineer to enter into and sign a personal service contract with a consultant to assist in a public involvement program for the development of the Mt. Hood Parkway in Multnomah County. The consultant will design and carry out a comprehensive program which includes liaison work with various CAC committees, public agency coordination, newsletters, and news media relations at a cost not to exceed \$35,000.

Item #1. Contract
never processed.
scope was expanded and
OTC approved additional
funds to be used.
Contract w/ C. H. Assoc.
for \$118,000 approved by
3-20-90. 12-11-90

Dated this 9 day of February, 1990


Michael P. Hollern, Chairman
Oregon Transportation Commission

February 5, 1990

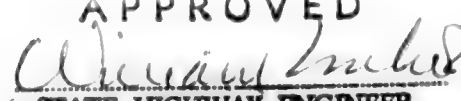
APPROVED

FOR STATE HIGHWAY ENGINEER
DATE 2/7/90

EXHIBIT A
MINUTES OF 3/20/90


TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Personal service contract with Gard & Lesh, Inc. to provide radio advertising and newspaper announcements for the public hearings on the 1990 Six-Year Highway Improvement Program at a cost not to exceed \$13,938. The contract will begin as soon as possible and will terminate *March 31, 1990. (Authorize the State Highway Engineer to sign the contract.)

Dated this 12 day of February, 1990


Michael P. Hollern, Chairman
Oregon Transportation Commission

February 9, 1990

*Termination date of contract changed to April 30, 1990, at no additional cost.

EXHIBIT A
MINUTES OF 3/20/90

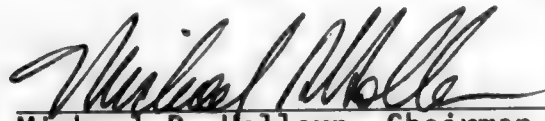
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Guidelines and working agreement with the League of Oregon Cities providing for an increase in the funding available under the Special City Allotment Program. The Oregon Legislature established by Section 6, Chapter 865, Oregon Laws 1989, an increase in said funds to a total of \$1,000,000. (Authorize State Highway Engineer to sign agreement.)

Dated this 23 day of FEBRUARY, 1990



Michael P. Hollern, Chairman
Oregon Transportation Commission

February 20, 1990


APPROVED

STATE HIGHWAY ENGINEER
DATE 2/22/90

EXHIBIT A
MINUTES OF 3/20/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: Camas Valley-Camas Mountain Wayside Section
Contract 10,846
Type of Work: Grading, Paving, Culverts & Signing F. A. No.: State
County: Douglas Highway: Coos Bay-Roseburg (OR 42)
No. of Bidders: 7 Low Bidder: Tri-State Construction, Inc., Bellevue, WA
Low Bid: \$5,889,217.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Bracelin-Yeager Excavating & Trucking Inc., Coos Bay, OR \$6,031,096.85
3rd Bidder: J. C. Compton Contractor, Inc., McMinnville, OR \$6,279,728.25

No. 2 Project: Launfield Rd.-Gladstone Intchge. Section
Contract 10,847
Type of Work: Grading, Paving, Signing & Illum. F. A. No.: IR-205-7(135)301
County: Clackamas Highway: East Portland Freeway (I-205)
No. of Bidders: 13 Low Bidder: JAL Construction, Inc., Bend, OR
Low Bid: \$360,835.05

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Ross Bros. Construction, Inc., Salem, OR \$365,502.14
3rd Bidder: Dirt & Aggregate Interchange, Troutdale, OR \$393,961.30

No. 3 Project: Cascade Hwy. N.-S.E. Price Fuller Road Section
Contract 10,848
Type of Work: Grading, Paving, Signing, Signal & Illumination F. A. No.: IIX-0000(98)
County: Clackamas Highway: Johnson Creek Blvd. (County Road)
No. of Bidders: 7 Low Bidder: Ross Bros. Construction, Inc., Salem, OR
Low Bid: \$1,572,786.01

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA & Clackamas County and receipt of deposit by the County.

2nd Bidder: K.F. Jacobsen & Co., Inc., Portland, OR \$1,587,998.00
3rd Bidder: Copenhagen Utilities & Construction, Inc., Clackamas, OR \$1,623,955.00

Chairman Michael P. Hollern

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2-5-90

EXHIBIT A
MINUTES OF 3/20/90

No. 4 Project: *Curtis Ave.-Coalbank Slough (Coos Bay) Section*
Contract 10,849
Type of Work: *Grading, Paving, Signing, Illum. & Signals* F. A. No.: *M-2663(2) & State*

County: *Coos* Highway: *Oregon Coast (US 101)*

No. of Bidders: 3 Low Bidder: *Bracelin-Yeager Excavating & Trucking, Inc., Coos Bay, OR*

Low Bid: *\$1,532,106.21*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and City of Coos Bay and receipt of deposit from the City.*

2nd Bidder: *Johnson Rock Products, Inc., North Bend, OR* *\$1,590,534.50*
3rd Bidder: *Bohemis Inc., Umpqua Division, Reedsport, OR* *\$1,699,010.10*

No. 5 Project: *O'Neil Jct.-Redmond Couplet Section* Contract 10,850

Type of Work: *Grading, Paving & Signing* F. A. No.: *State*

County: *Deschutes* Highway: *The Dalles-California (US 97)*

No. of Bidders: 4 Low Bidder: *R. L. Coats, Bend, OR*

Low Bid: *\$1,678,534.70*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *J.C. Compton Contractor, Inc., McMinnville, OR* *\$1,934,261.75*
3rd Bidder: *Babler Bros., Inc., Portland, OR* *\$1,965,167.00*

No. 6 Project: *Comstock Frontage Road Bridge Section*

Type of Work: *Roadway & Structure Resurfacing* F. A. No.: *IR-5-3(142)164*

County: *Douglas* Highway: *Pacific (I-5)*

No. of Bidders: 2 Low Bidder: *Hamilton Construction Co., Springfield, OR*

Low Bid: *\$484,585.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder: *Donald W. Thompson, Inc., North Bend, OR* *\$545,730.00*
3rd Bidder: *None*

See Chairman Hollern's signature paragraph on change in action to bids rejected.

APPROVED BY CHAIRMAN
MICHAEL P. HOLLEARN

Date 2-5-90

EXHIBIT A
MINUTES OF 3/20/90

No. 7 Project: *Rock Creek-Anlauf* Contract 10,852
Type of Work: *Grading, Paving, Signing & Illumination* F. A. No.: *State*
County: *Douglas* Highway: *Umpqua (OR 38)*
No. of Bidders: 10 Low Bidder: *Elting, Incorporated, Clackamas, OR*
Low Bid: \$2,335,062.76
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *James W. Fowler Co., Dallas, OR* \$2,361,996.50
3rd Bidder: *Wildish Construction Co., Eugene, OR* \$2,378,291.80

No. 8 Project: *S. Highline Canal-Murphy Creek Road Section (Unit 2)* Contract 10,853
Type of Work: *Bikeway* F. A. No.: *State*
County: *Josephine* Highway: *Jacksonville (OR 238)*
No. of Bidders: 2 Low Bidder: *Copeland Paving, Inc., Grants Pass, OR*
Low Bid: \$204,559.75
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay, OR* \$232,039.00
3rd Bidder: *None.*

No. 9 Project: *M.P. 95.0-Clover Flat Road* Contract 10,854
Type of Work: *Paving* F. A. No.: *State*
County: *Lake* Highway: *Fremont (OR 31)*
No. of Bidders: 5 Low Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay, OR*
Low Bid: \$226,400.00
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *J.C. Compton Contractor, Inc., McMinnville, OR* \$255,100.00
3rd Bidder: *Babler Bros., Inc., Portland, OR* \$260,600.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2-5-90

EXHIBIT A
MINUTES OF 3/20/90

No. 10 Project: Gray Creek (Cedar Flat) Structure Contract 10,855
Type of Work: Grading, Paving & Structure F. A. No.: State
County: Lane Highway: McKenzie (OR 126)
No. of Bidders: 8 Low Bidder: JAL Construction, Inc., Bend, OR
Low Bid: \$299,272.75
Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: KJP Construction Co., Eugene, OR \$304,030.00
3rd Bidder: Berning Construction Co., Wilsonville, OR \$308,451.00

No. 11 Project: Mud Hollow Road-M.P. 13.25 Contract 10,856
Type of Work: Cold Planing & Paving F. A. No.: State
County: Sherman Highway: Sherman (US 97)
No. of Bidders: 7 Low Bidder: Babler Bros., Inc., Portland, OR
Low Bid: \$492,591.00
Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Oregon Asphaltic Paving, Portland, OR \$504,300.60
3rd Bidder: J.C. Compton Contractor, Inc., McMinnville, OR \$513,145.00

No. 12 Project: S.W. Hall Blvd. at S.W. Durham Road (Tigard) Contract 10,857
Type of Work: Traffic Signals & Signs F. A. No.: State
County: Washington Highway: Beaverton-Tualatin (OR 217)
No. of Bidders: 8 Low Bidder: Tice Electric Co., Portland, OR
Low Bid: \$92,574.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the City of Tigard and receipt of deposit by the City.

2nd Bidder: Linnco Electric Co., Albany, OR \$93,081.00
3rd Bidder: M. & J. Electric, Inc., dba Marine and Industrial Electric, Portland, OR \$97,209.05

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 2-5-90

EXHIBIT A
MINUTES OF 3/20/90

No. 13 Project: Dry Gulch Bridge
Type of Work: Grading, Paving, & Box Culvert
County: Wheeler Highway: John Day (OR 19)
Contract 10,858
F. A. No. 1 F-BRF-6(23)
No. of Bidders: 9 Low Bidder: JAL Construction, Inc., Bend, OR
Low Bid: \$162,706.41
Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Civil Construction Company, LaGrande, OR	\$162,963.00
3rd Bidder: Weaver Construction Co., LaGrande, OR	\$172,529.00

PUBLIC INTEREST FINDING

On January 25, 1990, proposals were opened and read for the Comstock Frontage Road Bridge Section of the Pacific Highway (I-5) in Douglas County. Two bids were received and bid amounts exceeded the budget for construction of the project. It appears that a change in the specifications will likely increase competition. Based on the above, the Oregon Transportation Commission on February 5, 1990, determined that the public interest would best be served by rejecting all bids.

The project will be readvertised when the appropriate changes in the specifications for the project are made. Copies of this public interest finding are being provided to the bidders of record for this project.

On February 5, 1990, I accepted the State Highway Engineer's recommendation for award, except Job No. 6, of the projects on which bids were received on January 25, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 2, 3, 4, and 13, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification. On February 5, 1990, bids were rejected on Job No. 6 as shown in the above Public Interest Finding.

Dated this 23 day of February, 1990


Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

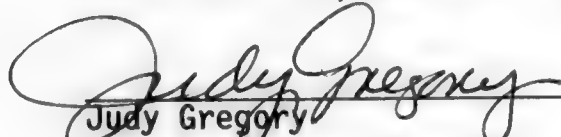
EXHIBIT B
MINUTES OF 3/20/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following action was taken:

- 1) On January 26, 1990, signed Amendment No. 1 to a personal service contract with Action Business Services, Inc. for temporary personnel services. The amendment increases the consideration by \$100,000 for a total cost of \$200,000. (Amendment approved by Transportation Commission September 19, 1989.)

Dated this 2nd day of March, 1990


Judy Gregory
Interim Deputy Director

February 28, 1990

EXHIBIT C
MINUTES OF 3/20/90

**REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER**

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

**CONTRACTOR AND
CONTRACT NO.**

SECTION AND COUNTY

R.A. Hatch Co.
Contract No. 9594
Acceptance Date January 31,1990

N. E. 39th Ave.- N. E. 87th Ave.
Multnomah

J.C. Compton
Contract No. 10489
Acceptance Date January 31,1990

Queen Ave.-Corvallis / Lebanon Hwy. (Unit 1)
Linn

L.T. Contractors, INC.
Contract No. 10446
Acceptance Date February 1,1990

Sutton Lake- Florence
Lane

Eger Construction Co.
Contract No. 10578
Acceptance Date February 1,1990

Santiam Safety Rest Area
Marion

Gradeline Construction Co.
Contract No. 10612
Acceptance Date February 2,1990

Windsor Island Rd.- N. River Road
Marion

Fabricators,INC.
Contract No. 10613
Acceptance Date February 5,1990

N.E.82nd Ave. - E. Portland Freeway
Multnomah

Fabricators,INC.
Contract No. 10649
Acceptance Date February 8,1990

Trall Casey (East Unit)
Jackson

D & D Paving Co.
Contract No.10651
Acceptance Date February 9,1990

Uglow Street - LaCreole Dr. (Dallas)
Polk

Johnson Rock Products , INC.
Contract No.10655
Acceptance Date February 9,1990

Dean Cr. Elk Viewing Area
Douglas

R.L. Coats
Contract No. 10666
Acceptance Date February 9,1990

Malheur River (Allen) Bridge
Malheur

Angell Asphalt and Aggregate , INC.
Contract No. 10724
Acceptance Date February 9,1990

Flagstaff/ Keating -Middle Bridge
Baker

EXHIBIT C
MINUTES OF 3/20/90

Angell Asphalt and Aggregate , INC.
Contract No. 10730
Acceptance Date February 9,1990

Konen Rock Products
Contract No. 10732
Acceptance Date February 9,1990

J.C. Compton Contractor ,INC.
Contract No 10641
Acceptance Date February 12,1990

Blue Mountain Paving Co.
Contract No. 10745
Acceptance Date February 12,1990

Valentine Surfacing Co.
Contract No. 10755
Acceptance Date February 12,1990

R.L. Coats
Contract No. 10786
Acceptance Date February 12,1990

Morse Bros., INC.
Contract No. 10400
Acceptance Date February 26,1990

R. L. Coats
Contract No.10462
Acceptance Date February 26,1990

Lakeside Industries
Contract No. 10614
Acceptance Date February 27,1990

Pioneer Asphalt ,INC.
Contract No. 10733
Acceptance Date February 27,1990

Morse Bros. INC.
Contract No. 10763
Acceptance Date February 27,1990

Morse Bros. INC.
Contract No. 10776
Acceptance Date February 27,1990

Elting , INC.
Contract No. 10284
Acceptance Date February 28,1990

Steelman -Duff, A Corp. Of Washington
Contract No. 10471
Acceptance Date February 28,1990

Malheur River Bridge - Vale
Malheur

Ukiah Rock Production
Umatilla

Wren Hill Curve
Benton

Gilliam County Line - Heppner
Morrow

Burns - Lawen
Harney

Cherry Lane - Hess Street
Jefferson

Liberty Road - Sweet Home
Linn

Murphy Road - Lava Butte
Deschutes

N.W. 31st Ave. - N.W. 24th Ave.(Portland)
Multnomah

S.E. 4th Street - S.W. 4th Street (Pendleton)
Umatilla

District 3 Paving Project
Various

Aurora -Grimm Road
Marion

Cazadero-N. Fork Clackamas River
Clackamas

Trout Creek - Enterprise
Wallowa

EXHIBIT C
MINUTES OF 3/20/90

Ausland Construction Co.
Contract No. 10703
Acceptance Date February 28, 1990

Indian Creek Bridge
Jackson


Morse Bros., INC.
Contract No. 10749
Acceptance Date February 28, 1990

Saver - Thousand Oaks Drive
Benton and Polk

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$ 85,263,302.73	\$ 179,922,387.89
Anticipated Costs	90,443,855.77	183,956,385.54
Percentage Overrun (Underrun)	+ 6.1%	+2.2%

March 1, 1990


For Donald E. Forbes
State Highway Engineer

BMW:bmw

EXHIBIT C
MINUTES OF 3/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On January 26, 1990, signed Supplement No. 1 to a personal service contract with Diamond Scale Construction, Inc., and International Road Dynamics for a low cost weigh-in-motion system. This supplement extends the termination date by eight months and increases the cost by \$2,827.77. (William Anhorn signed contract for State Highway Engineer. Contract approved by Transportation Commission July 22, 1986, as part of the Six-Year Highway Improvement Program.)
- 2) On February 6, 1990, approved the 1990 ASTM membership fee of \$350 which pays for the annual magazine subscription and permits the Division to purchase Standard books at a discount. The cost of volumes requested by various sections is \$4,189 for a total not to exceed \$4,539. (William Anhorn approved for State Highway Engineer.)
- 3) On February 12, 1990, approved an emergency contract for removal of approximately 4,500 cubic yards of slide material from the Wilson River Highway at M.P. 31.4 in Tillamook County. Estimated cost is \$50,000.

On February 11, 1990, a slide occurred at this location blocking 1-1/2 traffic lanes. Due to the emergency nature of this situation, time was not available to formally obtain bids for this emergency repair work.

EXHIBIT C
MINUTES OF 3/20/90

- 4) On February 15, 1990, signed a personal service contract with Gard and Lesh, Inc., to provide radio announcements and newspaper advertising for the public hearings on the 1990 Six-Year Highway Improvement Program. This contract is effective through March 31, 1990, at a cost not to exceed \$13,938. (Chairman Hollern approved on February 12, 1990.)

Dated this 5TH day of MARCH, 1990

William Lutz
for Donald E. Forbes, State Highway Engineer

February 28, 1990

EXHIBIT C
MINUTES OF 3/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Lawnfield Road-Gladstone Interchange Section of the East Portland Freeway in Clackamas County. Bids received January 25, 1990. Contract No. 10,847 awarded on February 15, 1990, to JAL Construction, Inc., Bend, at \$360,835.05.
- 2) Work on the Cascade Highway N.-SE Price Fuller Road Section of Johnson Creek Boulevard in Clackamas County. Bids received January 25, 1990. Contract No. 10,848 awarded on February 15, 1990, to Ross Bros. Construction, Inc., Salem, at \$1,572,786.01.
- 3) Work on the Curtis Avenue-Coalbank Slough Section of the Oregon Coast Highway in Coos County. Bids received January 25, 1990. Contract No. 10,849 awarded on February 15, 1990, to Bracelin-Yeager Excavating & Trucking Inc., Coos Bay, at \$1,532,106.21.
- 4) Work on the SW Hall Boulevard at SW Durham Road Section of the Beaverton-Tualatin Highway in Tigard, Washington County. Bids received January 25, 1990. Contract No. 10,857 awarded on February 15, 1990, to Tice Electric Co., Portland, at \$92,574.00.
- 5) Work on the Dry Gulch Bridge Section of the John Day Highway in Wheeler County. Bids received January 25, 1990. Contract No. 10,858 awarded on February 15, 1990, to JAL Construction, Inc., Bend, at \$162,706.41.

Dated this 5th day of MARCH, 1990.

William Linder
For Donald E. Forbes, State Highway Engineer

February 28, 1990

- 9011 -

EXHIBIT D
MINUTES OF 3/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:


- 1) On January 24, 1990, signed a supplement to an agreement with the City of Portland concerning the construction of NE Airport Way from I-205 to 181st at Sandy Blvd. (Transportation Commission approved original agreement January 18, 1984. Funds for this extension were approved July 22, 1986.)
- 2) On January 24, 1990, signed an agreement with Jackson County for preliminary engineering on the Highway 238-Jackson Street Section of McAndrews Blvd. (Approved by Transportation Commission August 16, 1988.)
- 3) On January 24, 1990, approved a supplemental agreement with the City of Milwaukie concerning construction on 42nd Avenue from King Road to Monroe. (Original agreement approved by State Highway Engineer September 9, 1985.)
- 4) On February 1, 1990, signed an agreement with the City of Springfield to interconnect 17 traffic signals in the Springfield area. (Agreement approved by William Anhorn for State Highway Engineer November 17, 1989.)
- 5) On February 7, 1990, signed an agreement with the City of Springfield for reconstruction of the Main Street-Centennial Boulevard Section of North 28th Street. (Agreement approved by State Highway Engineer October 23, 1990.)
- 6) On February 7, 1990, signed an agreement with the City of Springfield for reconstruction of North "A" Street from Pioneer Parkway E. to 5th Street. (Agreement approved by State Highway Engineer October 17, 1989.)
- 7) On February 7, 1990, signed an agreement with Coos County for preparation and publication of the Coos County Bicycle Master Plan. (Agreement approved by Transportation Commission December 19, 1989.)

EXHIBIT D
MINUTES OF 3/20/90

- 8) On February 7, 1990, signed an agreement with the City of Portland for realigning NW 9th Avenue and reopening the railroad crossing connecting NW 9th Avenue to NW Front Avenue. (Agreement approved by State Highway Engineer July 24, 1989.)
- 9) On February 9, 1990, signed an agreement with the City of Newport for roadway improvements in the vicinity of the future development of the Oregon Coast Aquarium using Immediate Opportunity Funds. (Agreement approved by Transportation Commission September 19, 1989.)
- 10) Signed Special City Allotment agreements with the following cities at a cost not to exceed \$25,000 each: (Approved by Transportation Commission September 19, 1989.)

<u>DATE</u>	<u>CITY</u>	<u>PROJECT</u>
1-26-90	Cannon Beach	East Gower Street (Hemlock-Spruce)
1-26-90	Siletz	SW Swan Ave. (Emerald-Scarlett)
1-26-90	Manzanita	Carmel Ave. (Laneda Ave.-Lakeview)
2-01-90	Falls City	N. Main St. (Ellis St.-Boundary)
2-01-90	Glendale	Molly St. (Gilbert-Pacific Ave.)
2-01-90	Turner	School Ave. (Chicago St.-Denver St.)
		Chicago St. (School Ave.-2nd St.)
2-08-90	Sutherlin	Sutherlin Creek Br. (S.E. Waite St.)
2-08-90	Chiloquin	Chocktoot St. (Williamson R.-SPRR)
2-09-90	Wilsonville	Boones Ferry Road (Sta. 9+00-17+00)
2-09-90	Yachats	Driftwood Ln. (7th St.-Marine Dr.)

Dated this 5th day of March, 1990



Cam Gilmour, Manager
Program Section

February 28, 1990

EXHIBIT E
MINUTES OF 3/20/90

TO: Oregon Transportation Commission


SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

- 1) On January 18, 1990, approved that diving be prohibited by the placement of signs, "NO DIVING FROM BRIDGE", on the Sams Valley Highway No. 271 at M.P. Y2.62 and M.P. Y.71 in Jackson County.
- 2) On January 29, 1990, established a 35 MPH speed zone on the Central Oregon Highway from M.P. 189.42 to M.P. 189.68 except that from M.P. 189.34 to M.P. 189.42 the designated speed shall be 20 MPH when children are present. (See "Speed Zone Order No. 978".) This rescinds Speed Zone Order No. 744 dated March 14, 1977.
- 3) On February 6, 1990, approved an agreement with the City of Roseburg for transferring the traffic signal maintenance responsibilities along Garden Valley Boulevard at its intersection with Kline Street, Airport Road, and Walnut Street from the City to the State.
- 4) On February 12, 1990, established a 40 MPH speed zone on the Oregon Coast Highway from M.P. 287.63 to M.P. 288.01 except that from M.P. 287.81 to M.P. 287.89 the designated speed shall be 20 MPH when children are present. (See "Speed Zone Order No. 979".) This rescinds Speed Zone Resolution No. 456 dated May 28, 1964.
- 5) On February 13, 1990, approved the removal of the protected left-turn signal phase for the following intersections on the Pacific Highway West in the City of Eugene, Lane County:

6th and Polk (M.P. 122.69N),
7th and Polk (M.P. 122.77),
6th and Blair (M.P. 122.97N), and
7th and Blair (M.P. 122.20).

Dated this 5th day of March, 1990


Dwayne Hofstetter, Traffic Engineer

February 28, 1990

EXHIBIT F
MINUTES OF 3/20/90

DATE: MARCH, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

- 1) COOS COUNTY: COQUILLE-RINK CREEK - COOS BAY-ROSEBURG HIGHWAY:
Files 24062 & 24063 - containing 0.18 acre; \$2,500; Approved 2/13/90.
- 2) LINCOLN COUNTY: ROADS END QUARRY - OREGON COAST HIGHWAY:
File 01628 - containing 3.00 acres; \$27,500; Approved 2/13/90.
- 3) MARION COUNTY: SUPERIOR-VISTA SECT. - PACIFIC E. HWY. (COMMERCIAL ST.):
File 53969A & B - containing 10,491 S.F.; \$61,500; Approved 1/31/90.

AGREEMENTS: (35-48)

- 4) Construction/Maintenance Agreement with Central Oregon Irrigation District; State's construction of O'Neil Jct.-Redmond Couplet Section of The Dalles-California Hwy.; Deschutes County, necessitates reconstruction of certain portions of the District's facilities; State will reimburse Dist. actual cost of adjustment/relocation; Approved 2/13/90.
- 5) ODOT Agreement No. RR 1309 with Southern Pacific Transportation Company permitting State to enter on R.R. property; Lake Creek-Pacific Hwy. Section - Corvallis-Lebanon Hwy.; Linn County; R.R. M.P. C-685.62; Approved 2/05/90.
- 6) Special Use Permit Amendment - Vehicle turnout; with Crooked River National Grassland; to add a condition to an existing Special Use Permit for a Turnout along County Road; Monroe Lane Hwy.; Crook County; File 6008009; Expiration 12/31/95; Approval date 2/05/90.
- 7) Special Use Permit Amendment - Quarry & Haul Road; with Crooked River National Grassland; to add a condition to an existing Special Use Permit; County Road; Jefferson County; File 6008009; Expiration Date-indefinite; Approved 2/05/90.
- 8) Special Use Permit Amendment with U. S. Forest Service; for Sheep Ridge Communication Site for electronic facility; Wallowa County; File 6004002; Expiration 12/31/94; Approved 2/05/90.
- 9) Special Use Permit with U. S. Forest Service; Elkorn Mountain for communications site; Baker County; File 57849; Expiration 12/31/95; Approved 2/13/90.

INDENTURES OF ACCESS:

- 10) File 49274 - Indenture of Access with Roger L. and Mary Downer on the southwesterly side of the Hermiston-Stanfield Jct. Section of the Umatilla-Stanfield Hwy.; Umatilla County; Approved 7/13/89.
- 11) File 50288 - Indenture of Access with Harold N. Moore on the southerly side of the Drain-Anlauf Section of the Umpqua Hwy.; Douglas County; Approved 9/10/89.

EXHIBIT F
MINUTES OF 3/20/90

Report of Actions Taken Under Delegated Authority
March, 1990
Page Two

INDENTURES: (Continued)

- 12) File 38503 - Indenture of Access with C & K, Inc. on the northerly side of the Albany-Jct. City Hwy. Section of the Corvallis/Lebanon Highway; Linn County; Approved 8/24/89.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

CLACKAMAS COUNTY:

CLACKAMAS HWY.-GLADSTONE INTERCHANGE:

58690 John Walter Janzck II \$ 1,000 App. 12/18/90

CASCADE HWY.-N. LESTER INTERCHANGE - JOHNSON CREEK BLVD:

58082 Fred & Dolores McNally \$ 7,000 App. 11/03/89
58373 Estate of Josephine M. Thoeny \$ 8,300 App. 2/07/90

I-205/ROCK CREEK JCT. - CLACKAMAS HIGHWAY:

57845 Oregon Military Dept. \$4,100,000 App. 2/16/90

OSWEGO HWY. @ PIMLICO DR. (WEST LINN) - OSWEGO HIGHWAY:

57518 Robert & Eleanor C. Miller \$ 850 App. 1/29/90

SPANGLER HILL-MULINO - CASCADE HWY. SOUTH:

57804 Irving W. & Nellie A. Almond \$ 21,470 App. 2/06/90
57810 Ronald L. & Carol M. Boeve \$ 27,200 App. 11/03/89
57812 Vernon & Vida Pedro \$ 13,500 App. 2/02/90
57823 Albert O. & Barbara J. Dumler \$ 12,000 App. 11/27/89

UNION/GRAND AVE. VIADUCT-S.E. RIVER RD. - PACIFIC EAST HIGHWAY:

56972) Cleve E. & Lois W. Bennett \$125,000 App. 2/07/90
56972) Battery X-change & Repair (Improvements) \$ 7,400 App. 2/07/90

ZIG ZAG-RHODODENDRON - MT. HOOD HIGHWAY:

57714 Sevellia A. & Opal M. Salazar \$ 3,500 App. 2/06/90
58672 Thomas J. Kelner \$ 150 App. 2/20/90

CLATSOP COUNTY:

DOOLEY BRIDGE-CANNON BEACH JCT. - OREGON COAST HIGHWAY:

58220 Russell R. & Sandra M. Earl \$ 2,800 App. 2/16/90

COOS COUNTY:

COQUILLE REROUTE - COOS BAY-ROSEBURG HIGHWAY:

6028 003 Wayne & Doris M. Stine \$ 15,000 App. 2/20/90
6028 005 Juanita Robertson \$ 81,550 App. 1/29/90

EXHIBIT F
MINUTES OF 3/20/90

Report of Actions Taken Under Delegated Authority
March, 1990
Page Three

OPTIONS: (Continued)

DESCHUTES COUNTY:

O'NEIL JCT.-REDMOND COUPLET - THE DALLES-CALIFORNIA HIGHWAY:

57544	Pape' Properties, Inc.	\$ 3,850 App.	2/09/90
57546	Satish M. & Meena Puri (C.P.)	\$ 18,000 App.	12/05/89
	Clifford & Ruth Dickson (Fee)		
57556)	Joe & Barbara Burns; Harold & Linda Ellis;	\$ 1,995 App.	2/02/90
	George Shrum; Margaret G. Hackleman		
57556)	Samuel R. Burns, Lessee (Sign)	\$ 930 App.	2/02/90
57582	Robert R. Comstock	\$ 3,500 App.	2/20/90
57586	Westside Timber, Inc.	\$ 3,000 App.	2/23/90
57587	Fred H. & Kathleen M. Elliott	\$ 1,550 App.	1/26/90

DOUGLAS COUNTY:

HANCOCK HILL PASSING LANE - UMPQUA HIGHWAY:

6036 002	Gary L. & Karin A. Waggoner	\$ 850 App.	2/13/90
6036 003	Ernest J. & Anna Mae Alvarado	\$ 3,275 App.	1/26/90

HARVARD AVE. & UMPQUA ST. - HARVARD AVE. (CITY STREET):

58671	Thomas P. & Carol J. Delsman	\$ 1,700 App.	2/20/90
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GRANT COUNTY:

FALL MOUNTAIN:

6004 004	Grant County (annual pymnt. on a 5-yr. lease commencing 1/03/90)	\$ 250 App.	2/05/90
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HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE - MT. HOOD HIGHWAY:

57134	Wendell & Christine Halseth (Sign)	\$ 360 App.	1/26/90
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KLAMATH COUNTY:

FORGE RD.-LOBERT RD. (SOUTH UNIT) - THE DALLES CALIFORNIA HIGHWAY:

58031	Train Mountain, Inc.	\$ 750 App.	2/06/90
58032	Lupe A. Brown	\$ 1,575 App.	2/02/90
58041	Shirley M. Bickham	\$ 2,300 App.	2/20/90
58045	Fred Koehler; Williamson River Associates	\$ 500 App.	2/13/90

LANE COUNTY:

SALMON CREEK BRIDGE - WILLAMETTE HIGHWAY:

6029 015	John H. & Mary Gene Nickel Eugene & Audrey Tomlin	\$ 200 App.	2/23/90
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EXHIBIT F
MINUTES OF 3/20/90

Report of Actions Taken Under Delegated Authority
March, 1990
Page Four

OPTIONS: (Continued)

LINCOLN COUNTY:

ALSEA BAY BRIDGE - OREGON COAST HIGHWAY:

56809	Wolf D. & Regina M. Reimann (Exchange remainders from Files 56805, 56806, & 56807 - a combined value of \$5,000 - for this parcel)	Exchange App.	2/27/90
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LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:

55622	Geraldine Cadonau	\$ 1,600 App.	2/13/90
55610	Paul & Tanja Mikoleit (C.P.) Elaine E. Shrum (Fee)	\$ 2,350 App.	1/26/90
55617	Alta & Robert Schroeder	\$ 1,200 App.	1/26/90
55620	Richard M. & Claudette C. Schroeder	\$ 1,950 App.	1/26/90
55624	Samuel Zarate	\$ 4,600 App.	2/13/90
55626	Telephone Utilities of Oregon, Inc.	\$ 5,700 App.	1/26/90
55628	Kenneth & Ruth Mitchell	\$ 3,750 App.	2/13/90
55637	Marietta Beth Peterson	\$ 1,650 App.	1/26/90
55638	Grace S. & Larry F. Strom	\$ 2,475 App.	2/16/90
55641	Vilas D. & Deborah G. Ropp	\$ 2,200 App.	2/13/90
55645	Mabel B. Bacon & Steven B. Bacon	\$ 6,725 App.	2/13/90
55648	Irva L. Ropp	\$ 3,350 App.	2/16/90
55654	Donald & Lucille Griesenauer	\$ 1,350 App.	2/16/90
55663	Matt & Everilda Kegler	\$ 154 App.	2/13/90
55677	Ember Forest, Inc.	\$ 100 App.	2/07/90
55681	Chester C. & Joyce Vohs	\$ 16,250 App.	2/13/90
55719	Robert H. & Stephanie A. Fishcher	\$ 6,300 App.	2/16/90

LINCOLN/TILLAMOOK COUNTIES:

ROSE LODGE-POLK COUNTY LINE - SALMON RIVER HIGHWAY:

58324	Oregon Parks & Recreation Dept. (\$62,500 cash & \$400 in <u>land trade</u> RW4238)	\$ 62,900 App.	2/05/90
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MARION COUNTY:

"D" STREET - PACIFIC HIGHWAY:

6027 016	Lee E. & Claire S. Goodwin	\$342,000 App.	2/13/90
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PACIFIC HWY.-LANCASTER DR. - NORTH SANTIAM HIGHWAY:

58187	Granada Land Co. (Fee) David C. Whitt; Dan & Marilyn McLeod (C.P.)	\$ 3,300 App.	1/26/90
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MULTNOMAH COUNTY:

SKYLINE BLVD. @ CORNELIUS PASS - SKYLINE BLVD.:

58528	Juretta Lillian Webb	\$ 1,420 App.	2/13/90
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EXHIBIT F
MINUTES OF 3/20/90

Report of Actions Taken Under Delegated Authority
March, 1990
Page Five

OPTIONS: MULTNOMAH COUNTY: (Continued)

SWIFT INTERCHANGE-DELTA PARK INTERCHANGE - PACIFIC HIGHWAY:

58179 General Leasing, Inc. \$170,100 App. 12/05/89

S.W. CANBY-S.W. TAYLORS FERRY - S.W. TERWILLIGER:

58449 Estate of John Piacentini \$ 11,000 App. 10/20/89

UNION/GRAND AVE. VIADUCT - S.E. RIVER RD. - PACIFIC HIGHWAY EAST:

58308 Donald L. Moyer \$ 5,000 App. 1/20/90

TILLAMOOK COUNTY:

SPTC-PINE AVE. (TILLAMOOK) - THIRD STREET:

55926 Southern Pacific Transportation Company \$ 5,660 App. 2/26/90
RR-1264

WASHINGTON COUNTY:

CORNELL ROAD INTERCHANGE - SUNSET HIGHWAY:

58112 Shurgard Income Properties Seven \$ 9,400 App. 2/13/90
58117 Aloha Land & Cattle Co. \$ 6,000 App. 1/29/90

SCHOLLS FERRY RD. @ DENNEY RD. - SCHOLLS FERRY RD.:

6037 004 Douglas & Sandra Peterson \$ 600 App. 2/06/90
6037 005 Kenneth & Charlotte Gephart \$ 3,000 App. 2/06/90

Dated this 7th day of March, 1990

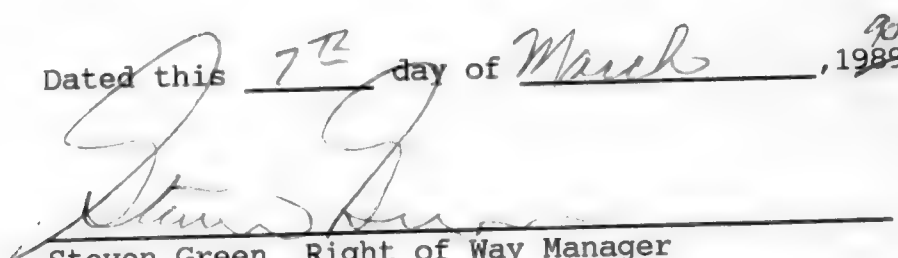

Steven Green, Right of Way Manager

EXHIBIT G
MINUTES OF 3/20/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the District Maintenance Supervisor, the following action was taken:

- 1) On January 5, 1990, approved an agreement with Harney County for spraying of noxious weeds on all State highway rights-of-way within the county at a cost not to exceed \$5,500 annually.

Dated this 10th day of FEBRUARY, 1990

Thomas Kuhlman
Thomas Kuhlman
District 14 Maintenance Supervisor

February 2, 1990

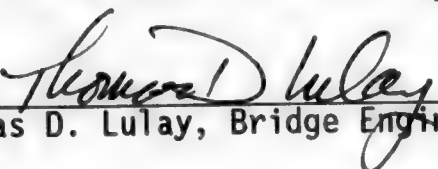
EXHIBIT H
MINUTES OF 3/20/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

- 1) On January 31, 1990, approved Supplement No. 1 to a personal service contract with Jackie Miller for providing artwork for the ODOT Materials Lab in Salem. This supplement extends the termination date of the contract to March 31, 1990.

Dated this 2nd day of March, 1990


Thomas D. Lulay, Bridge Engineer

February 28, 1990

EXHIBIT I
MINUTES OF 3/20/90

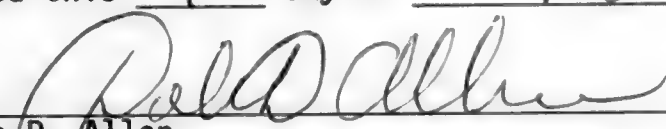
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 4 Engineer, the following action was taken:

- 1) On December 22, 1989, approved a supplemental personal service contract with CRS Sirrine, Inc., for development of alternatives and preparation of environmental documentation on the WCL-ECL Sisters Section of the McKenzie Highway in Deschutes County. This supplement extends the completion date to April 1, 1990, at no additional cost.

Dated this 4th day of Feb, 1990


Dale D. Allen
Region 4 Engineer

February 2, 1990


EXHIBIT J
MINUTES OF 3/20/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following action was taken:

- 1) On February 1, 1990, signed an interagency agreement with the Oregon Arts Commission, for serving as project coordinator in the Percent for Art Program used in the construction of the Region 5 office building in La Grande. (Transportation Commission approved construction agreements May 21, 1985.)

Dated this 2 day of March, 1990


Robert Hector
Region 5 Engineer

February 28, 1990

EXHIBIT K
MINUTES OF 3/20/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

- 1) On February 8, 1990, approved a personal service contract with Carol Peterson to conduct two one-half hour seminars on "Humor In The Workplace" for DMV Managers and Supervisors. The contract covers the period February 15 through March 15, 1990, at a cost of \$ 300.00.

- 2) On March 5, 1990, approved a personal service contract with Prendergast and Associates to design space and interior for new CDL office at Clackamas Square in Portland. The contract covers the period March 16 through June 30, 1990, at a cost of \$ 8,000.00.

Dated this 6th day of March , 1990

Jim Hunter, for
David P. Moomaw, Administrator
Motor Vehicles Division

EXHIBIT L
MINUTES OF 3/20/90

REPORT OF CONDEMNATION CASES TRIED

State v. Berglund, Properties
L-9192 R-56963
County: Marion

This case was tried on January 9, 1990 before Judge Miller. Defendant's attorney is Hunter Emerick. Complaint was filed in the amount of \$8,150 which was the same amount as the Department of Transportation's appraisal. Defendants answered and counterclaim for \$22,500. The 30-Day offer letter was in the amount of \$10,000. The jury's verdict was in the amount of \$11,616.. The verdict was greater than the Complaint because the jury attributed a greater value to screen trees than the appraiser's did.

State v. Clifton L. Eldred
L-9350 R-57016
County: Marion

This case was tried on January 18, 1990, before Judge Sloper. Defendant's attorney was Norm Webb. The Complaint was in the amount of \$8,000 which was the same amount as the Department of Transportation's appraisal. Defendant's answered and counterclaimed in the amount of \$34,000. The 30-Day offer letter was in the amount of \$11,000. The jury's verdict was for \$8,000. The issue in this case was the highest and best use of the property as defined by Uniform Jury Instruction No. 190.13 which states:

"You should determine the highest and best use of the property being taken and base your verdict upon the fair cash market value of the property for that use. The use being made of the property before the plaintiff filed this action may or may not be the highest and best use - that is a matter for you to determine from the evidence. Before you are entitled to award a verdict based upon the property being valued to a higher and better use than the one to which it was actually being put you must find that such other use was reasonably probable within the immediate future and not just a mere possibility."

Defendants contended the highest and best use was industrial. The State contended the highest and best use was agricultural holding to be industrial. The State's expert witnesses included an economist and real estate brokers.

EXHIBIT L
MINUTES OF 3/20/90

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant Settlement</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount</u>
1. James M. Weston L-9451 R-58367 Section: Stark Street - Glison St. Highway: S.E. 223rd County: Multnomah	11,965	11,965	\$12,369.00
2. Friedhelm, Reinmann L-9271 R-56800 Section: Alfea River (Waldport Bridge) Highway: Oregon Coast Highway County: Lincoln	17,800	28,000	28,000.00
3. Anton Skoro L-9342 R-57626 Section: Highway: County: Clackamas	1,850	1,850	3,000.00
4. Donna C. Casper L-9310 R-56843 Section: N.C.L. Stanfield - Stanfield Interchage Highway: Umatilla - Stanfield County: Umatilla	1,150	1,150	4,000.00
5. Jack Sparrawk L-9382 R-57044 Section: Klamath Co. Line - Drews Creek Road Highway: Klamath Falls - Lakeview County: Lake	1,250	1,250	2,500.00
6. Lester W. Thompson L-9283 R-56168 Section: Oregon Coast Hwy. at Winchester Ave. (Reedport) Highway: Oregon Coast Highway County: Douglas	4,300	8,745	4,500

EXHIBIT L
MINUTES OF 3/20/90

REPORT OF CONDEMNATION CASES
OPTIONED [DISMISSED]

1. Defendant: International Dunes Co.
L-9459 R-57665
Section: S.E. 21st Ave. - S.E. Baseline Street
Highway: Tualatin Highway
County: Washington
Remarks: Settled by right of way

2. Defendant: John Schnell [Tipton]
L-9458 R-57659
Section: S.W. 21st Ave. - S.E. Baseline Street
Highway: Tualatin Highway
County: Washington
Remarks: Settled by right of way



EXHIBIT M
MINUTES OF 3/20/90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

February 9, 1990

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On February 9, 1990, \$7,457,361.67 was distributed to the counties as their share of motor vehicle revenues for the month of January, 1990.

On February 9, 1990, \$4,741,722.92 was distributed to the cities for the month of January, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of February, 1990


Douglass R. Goldbach, Controller
Highway Division

- 9028 -

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

TOUR
DINNER MEETING

APRIL 16, 1990

AND

BREAKFAST/WORKSHOP
FORMAL MEETING
WORKSHOP
LUNCHEON

APRIL 17, 1990

IN
THE DALLES, OREGON

At 10:15 a.m., April 16, 1990, the Transportation Commission met at the Shilo Inn, 3223 Frontage Road, The Dalles, for a tour of the area by bus. Those present on the tour were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
David F. Bolender, Member
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
Dale Allen, Region 4 Engineer
John Elliott, Director of Public Affairs
Jeanette Kloos, Region 1
Marilyn Richards, Region 4
Fran Neavoll, Commission Services

(Notice of the tour had been made by press release to newspapers of local and general circulation throughout the State.)

The Commission and staff traveled to Arlington and were met by the following Gilliam County officials:

Art Dudzinski, Waste Management of North America
Terry Milia, Oregon Waste Systems
Laura Pryor, Gilliam County Judge
John Russum, Gilliam County Roadmaster
Alan Anderson, Gilliam County Commissioner
Alcenia Byrd, Gilliam County Planning Director

The Commission traveled over the John Day Highway and toured the Oregon Waste Systems facility. After lunch, the Commission continued on the tour to the Chem-Security Systems to view the hazardous waste management facility.

At 1:30 p.m., the Commission returned to the Shilo Inn in The Dalles and picked up Joni Reid, The Dalles Public Transit Field Representative; John Rayburn, Executive Director of the Port of The Dalles; Dan Durow, Wasco County Planner; and Paul Koch, City Manager of The Dalles.

The Commission stopped to view the Transportation Center, which was a joint partnership between the City of The Dalles and the local businesses. Presently, the center serves Greyhound Bus and Amtrak.

At 3:20 p.m., the Commission toured the Port of The Dalles Industrial Center, proposed Columbia Gorge Interpretive Center site, and proposed Chenoweth Interchange on I-84, west of The Dalles. Wasco County Judge William Hulse and Rod Mace of the U.S. Forest Service explained the plans for the proposed Interpretive Center, which is scheduled for completion by 1994.

Mr. Rayburn stated that the Chenoweth Interchange was important as there is only one access out of the industrial area site, which can be blocked by the railroad crossing. In case of an emergency situation, there is a real need for another access.

At 4 p.m., a tour was conducted at the Northwest Aluminum Plant by Brett Wilcox and Dick Schon.

The tour concluded at 5:15 p.m.

At 7 p.m. that evening the Transportation Commission had dinner with local officials at the Shilo Inn, O'Callahan's Restaurant, Spearfish and Tenino Rooms, in The Dalles. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
David Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Dale Allen, Region 4 Engineer
Fran Neavoll, Commission Services
Richard Fairbrother, Division Administrator, Federal Highway Administration

There were other staff persons present for the dinner, including a reporter from The Dalles Chronicle. There were approximately 50 local officials or interested persons from the area consisting of representatives from the Columbia River Gorge Commission; Historic Columbia River Highway Citizens Advisory Committee; Northwest Aluminum Company; Port of The Dalles; Port of Hood River; Oregon Waste Systems; Waste Management of North America; Counties of Hood River, Wasco, Sherman, and Gilliam; Cities of Hood River and The Dalles; Seniors of Mosier Valley; Senior Citizens Bus of The Dalles; and Hood River County Transit.

Following dinner, Mr. Allen introduced Chairman Hollern who then introduced the Transportation Commission members. Lewis McArthur, Chairman of the Historic Columbia River Highway Citizens Advisory Committee, introduced the Committee and told of the history of the old Columbia River Highway. Jeanette Kloos, Region 1, presented a slide show on the Historic Columbia River Highway.

Stafford Hansell, Chairperson, Columbia River Gorge Commission, thanked the Transportation Commission for their continued support of the Gorge. He also urged their support of the Chenoweth Interchange in The Dalles.

Gayle Rothrock, Chair of the Transportation Committee, Columbia River Gorge Commission, stated that their Commission appreciates the working relationship with the Parks Department, the Transportation Commission, and the Historic Columbia River Committee. She praised the Historic Columbia River Committee and Jeanette Kloos. She told the Commission about the Vegetation Management Program along the highway.

The dinner meeting adjourned at 8:40 p.m.

At 7 a.m., April 17, 1990, the Oregon Transportation Commission met in the Columbia Room of the Shilo Inn in The Dalles for breakfast and a workshop on the 1991-1996 Six-Year Highway Improvement Program. (Notice of the breakfast and workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member (Connected by telephone)
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
David Moomaw, Administrator of Motor Vehicles Division
Joe Holden, Interim Administrator of Aeronautics Division
Donald E. Forbes, State Highway Engineer
Don Adams, Region 1 Engineer
Bob Pool, Region 2 Engineer
Jim Gix, Region 3 Engineer
Dale Allen, Region 4 Engineer
J. X. Wilson, Acting Region 5 Engineer
Richard Fairbrother, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Cam Gilmour handed the Commission the Preliminary 1991-1996 Six-Year Highway Improvement Program dated January 1990 with revisions marked in pen. (Copy in Commission's files, Salem.) He said now that the public meetings have been held and the testimony reviewed, there are a number of

projects that do not merit further inclusion in the Program. In addition, he said structural overlay projects have been included in the following Regions:

Five projects in Region 1	\$8 million
Three projects in Region 3	\$5.5 million
Five projects in Region 4	\$9 million
Five projects in Region 5	\$12 million

Mr. Gilmour said the Program that was handed out does not include certain revisions and he explained the following handout: (Copy of handout in Commission's files, Salem.)

Listing of Projects Regions Requested Changed/Added to the 91-96 HIP Construction Section Changes (maintaining a balanced program)					
Region	Section Name	Req Fund	Est Cost	Preliminary Program	Requested Revision
			(thousands)		
1	Portland Area "Help" Signs	I-4R	\$40	Const '92	Const '91
	SW 160th (Beaverton) -				
	SE 21st (Hillsboro)	FA	\$2,580	Omitted	Const '91
	NE 192nd - NE 238th	I-4R	\$1,000	N/A	Const '91
	Ruthon Pt. Viewpoint	State	\$25	N/A	Const '91
	Tacoma St Int -				
	17th Ave, Unit 2	AOH	\$9,500	Const '92	Const '91
	NE 138th - NE 181st	St/Oth	\$6,800	Const '90	Const '92
	Ramp Meter Monitoring Sys.	I-4R	\$920	Const '95	Const '92
	Tigard Park & Ride	I-4R	\$410	Const '92	Dev '91
	NE 181st - NE 223rd	I-4R D	\$27,000	Const '93	Const '92
	Columbia R Hwy (238th) Br	FAI	\$1,260	Const '92	Dev '95
	Zig Zag R Br	AOH	\$110	Const '92	Const '94
	MP 2.5 - MP 22.9	State	\$230	Requested	Const '92
	Motorist Advisory Systems	I-4R	\$1,000	Const '92	Const '93
	I-5 Exp Jt Reconstruction	I-4R	\$60	N/A	Const '93
	I-205 Pavmnt & Jt Reconstr.	I-4R	\$740	N/A	Const '93
	I-5 @ Hwy 217/Kruse Way,				
	Unit 1	I-4R D	\$28,000	Dev '93	Const '93
	N Marine Dr RR X'ing	State	\$6,410	Omitted	Const '93
	Vista Ridge Tunnel, Unit 3	FA	\$1,300	Const '93	Const '94
	Sunset - I-5	FA	\$450	Const '94	Const '95
	Pfaffle Rd - Commercial St	AOH	\$4,910	Const '93	Dev '95
	Metro Adv Warning Signs	I-4R	\$1,000	Const '94	Const '96
2	Center St - Harrison (Nwbrg)	State	\$1,000	N/A	Const '93
	Sherwood - Garland, Ph 2	State	\$1,200	N/A	Const '93
	MP 82.46 - Farmer Cr Rd	State	\$430	Const '94	Const '92
	Ecola Cr - Cannon Beach Jct	State	\$920	Const '95	Const '93
	N Santiam Hwy @ MP 46	State	\$700	N/A	Const '94
	Everest - Meridian (Nwbrg)	AOH	\$845	N/A	Const '95
3	Oregon Cst Hwy @ Hoffeldt Ln	State	\$150	Const '96	Const '92
	Oregon Cst Hwy @ Benham Ln	State	\$140	Const '92	Const '96

Listing of Projects Regions Requested Changed/Added to the 91-96 HIP

Construction Section Changes
(maintaining a balanced program)

Region	Section Name	Req Fund	Est Cost	Preliminary Program	Requested Revision
(thousands)					
4	Warner Guard Rail	St/Oth	\$353	N/A	Const '92
	Hilyard - LaVerne	FAS	\$440	N/A	Const '93
	Little Deschutes R Br	State	\$190	Const '93	Const '94
	MP 48.5 Curve Correction	State	\$385	N/A	Const '95
5	Union Section	FAS	\$1,800	Requested	Const '94
	Cove NCL - Church St	FAS	\$470	N/A	Const '94
Total			\$102,768		

Listing of Projects Regions Requested Changed/Added to the 91-96 HIP

Construction Section Changes
(creating an unbalanced program)

Region	Section Name	Req Fund	Est Cost	Preliminary Program	Requested Revision
(thousands)					
1	E Portland Fwy - Holcomb	State	\$750	N/A	Const '92
	Kendall - Kibling	State	\$240	N/A	Const '92
	O'City Bypass @ MP 2.1	State	\$200	N/A	Const '93
	Rhododendron - Laurel Hill	AOH	\$7,000	N/A	Const '94
2	John Day R - Youngs Bay Br	State	\$13,000	Dev '92	Const '96
	Wilson R - Dougherty Sl (Flood Detour)	State	\$2,396	N/A	Const '96
	Pacific Hwy W - Yamhill R	State	\$1,620	Requested	Const '96
3	Winston/Shady Int (Grant Smit	State	\$1,000	N/A	Const '91
	Museum Rd - Winchuck R	State	\$4,310	Requested	Const '94
	NE Savage St - "M" St	St/Oth	\$980	Requested	Const '92
	Manning Gulch Sl - Greenacres	AOH	\$2,450	Dev '95	Const '96
	River Rd Int - Delta Hwy, Ph 1	State	\$11,000	Dev '96	Const '96
4	Port of The Dalles Int	4R/Oth	\$5,400	Recon	Const '94
Total			\$50,346		

Mr. Gilmour mentioned that projects on the handout are recommended additions or changes to the Preliminary Program based on testimony from the meetings or changes in the program year due to scheduling requirements. The handout shows a balanced and an unbalanced program. He said the preliminary program identified about \$70 million in projects that went beyond funding and the new projects being requested by the Region Engineers add another \$51 million in overprogramming. This would bring the total to approximately \$120 million in overprogramming. He said if the Commission approves the projects on the handout the changes would be made and a proposed program would be issued.

Mr. Gilmour discussed the proposed legislative concept of an increase in the gas and equivalent weight-mile tax that would generate \$212 million for the Six-Year Program period.

The Commission agreed to overprogramming the Program by \$120 million. Chairman Hollern suggested stating in the Program the assumption that if the continuation of the tax increases are maintained and \$212 million was generated over the next six years, the Program would be completed. Mr. Bothman suggested inflating maintenance for the six-year period at the current level of the new budget. The Commission agreed not to identify the specific projects in the Program that were overprogrammed.

Vice Chairman Whitty briefly discussed the possibility of bonding.

Mr. Pool discussed the following Region 2 projects:

Deleted from the Program the 99W paving project in Newberg and added three modernization projects: Center Street-Harrison Project in Newberg; Sherwood-Garland, north of Newberg, Phase 2; and Everest-Meridian (Newberg) Project.

Ecola Creek-Cannon Beach Junction and MP 82.46-Farmer Creek Road Projects. Revised construction year.

Highway 34 from I-5 to Lebanon. Added to development portion.

Astoria Bypass (John Day River-Youngs Bay Bridge). Changed to construction 1996.

Wilson River-Dougherty Slough (flood detour) north of Tillamook. Changed to construction 1996.

Pacific Highway West to Yamhill River in McMinnville. Changed to construction 1996.

Dooley Bridge-Pacific Way (Gearhart), Phase 2. Moved to construction.

There was discussion concerning the projects on US101. Mr. Bothman said the three coast parkway projects on US101 in Reg. 2 are:

Dooley Bridge-Pacific Way
Necarney Creek-Manzanita Jct. Passing Lane
Lincoln City (N. 26th St-S. 23rd St.)

Mr. Bothman suggested that the Highway 34 project (I-5 to Lebanon) be moved to reconnaissance due to the study needed for the truck route.

Mr. Forbes mentioned bringing back to the Commission criteria for the development section. Chairman Hollern felt that the development portion of the Program should not exceed one billion dollars. Mr. Gilmour indicated that the one billion size may not be excessive because relatively few projects account for the majority of the cost.

Chairman Hollern reiterated that the Commission is approving all the projects listed under Region 2 in the unbalanced program and moving the Lincoln City Project (N. 26th Street-S. 23rd Street) from development to construction.

Mr. Adams discussed the following Region 1 projects:

- Portland Area "Help" Signs
- SW 160th (Beaverton)-SE 21st (Hillsboro)
- NE 192nd-NE 238th
- Ruthton Pt. Viewpoint
- Tacoma St. Int.-17th Ave., Unit 1
- NE 138th-NE 181st
- Ramp Meter Monitoring Sys.
- Tigard Park & Ride
- E. Portland Fwy.-Holcomb (Oregon City Bypass)
- NE 181st-NE 223rd
- Columbia R. Hwy. (238th) Br.
- Zig Zag R. Br.
- M.P. 2.5-M.P. 22.9
- Kendall-Kibling (Troutdale)
- Motorist Advisory Systems
- I-5 Exp. Jt. Reconstruction
- I-205 Pavmnt. & Jt. Reconstruction
- I-5 at Hwy. 217/Kruse Way, Unit 1
- O'City Bypass at M.P. 2.1
- N. Marine Dr. RR X'ing
- Vista Ridge Tunnel, Unit 3
- Rhododendron-Laurel Hill
- Sunset-I-5 Ramp Metering
- Pfaffle Rd.-Commercial St. (99W)
- Metro Adv. Warning Signs

Revised:

- Const '91
- Const '91
- Const '91
- Const '91
- Deleted, as will be contracted under existing program.
- Const '92
- Const '92
- Dev '91
- Const '92
- Const '92
- Dev '95
- Const '94
- Const '92
- Const '92
- Const '92
- Const '93
- Const '93
- Const '93
- Const '93
- Const '93
- Const '93
- Const '94
- Const '94
- Const '95
- Dev. '95
- Const '96

Mr. Gix discussed the following Region 3 projects:

-Crater Lake Hwy. Rockfall	Deleted from Program
-Oregon Coast Hwy. at Hoffeldt Lane	Revised to construction 1992
-Oregon Coast Hwy. at Benham Lane	Revised to construction 1996
-Winston-Shady Interchange	Deleted as project will be funded with Immediate Opportunity Funds
-Museum Road-Winchuck River	Revised to construction 1994
-N.E. Savage St.-M. St. in Grants Pass	Revised to construction 1992
-Manning Gulch Slough-Greenacres	Revised to construction 1996
-River Road Int.-Delta Hwy., Phase 1	Revised to construction 1996

Mr. Bothman requested that Saunders Lake-Haynes Inlet, US101, be moved to the construction portion of the Program. Mr. Gix added this project for construction in 1993.

Mr. Bothman suggested that Mr. Pool and Mr. Gix have two or three projects identified in the development section for US101 so the projects will be ready to move into the construction section in the next update.

Mr. Allen discussed the following Region 4 projects:

-Warner Guardrail	Revised to construction 1992
-Hilyard-LaVerne	Revised to construction 1993
-Little Deschutes Ri. Br.	Revised to construction 1994
-M.P. 48.5 curve correction	Revised to construction 1995
-Madras signal	Added to program for 1993
-Port of The Dalles Interchange	Revised to construction 1994
-Century Drive Project in Bend	Revised to construction 1991, subject to FLH funding.

Mr. Wilson mentioned that the Paterson Ferry Interchange in Morrow County was included in the program for construction in 1993 as opposed to construction in 1991.

Mr. Wilson said the Union Section and the Cove NCL-Church Street Projects have been scheduled for construction in 1994 and the Island City-Grande Ronde River Project was moved from the construction portion to the requested section.

Mr. Bothman suggested and the Commission concurred that the Ontario Bypass Project be in the reconnaissance portion of the Program.

There was discussion concerning the footnotes in the program that refers to "requires written project commitment prior to adoption of final program". The Commission felt that the committed State dollars should be listed in the Program.

There were no objections from the Commission on the Preliminary Program or on any changes to the Program as discussed. Mr. Gilmour will now proceed to preparing of the Proposed Program based on the discussions.

April 17, 1990

- 9036 -

Mr. Adams handed the Commission a four-page document covering the events and his observations on the Terwilliger Bridge in Multnomah County. (Copy in Commission's files, Salem.) He said the issue is whether the State has a commitment to build this bridge and the availability of HBR funding. He mentioned that the City of Portland believes the State made a commitment but he could not find any formal written commitment or anyone with an institutional memory that a commitment was made. He said the City tells him that officials met individually with the Commission in 1983 and there was a commitment to finance the Terwilliger Bridge; however, the action was never documented by either party.

Mr. Adams said the bridge does need to be replaced. He commented that he offered for the State to assume responsibility for the entire project if the City would accept jurisdiction of Barbur Boulevard and the Beaverton-Hillsdale Highway. He mentioned they had counteroffered to provide the local match for the bridge and the maintenance of North Marine Drive if the State would assume responsibility for the bridge. He felt there was a possible commitment to match the 4R money. The cost of the project is \$11 million.

Mr. Bothman suggested that the State assume the funding of the Terwilliger Bridge if the City would accept responsibility for Barbur Boulevard. Mr. Adams said he felt the City would not accept that proposal. No decision was made by the Commission. Mr. Adams will continue to work with the City to find some way of reconstructing the Terwilliger Bridge.

At 9 a.m., April 17, 1990, the Oregon Transportation Commission held its regular monthly meeting in the Chinook Room of the Shilo Inn in The Dalles. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
David Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Victor Dodier, representing Public Transit Division
Donald E. Forbes, State Highway Engineer
Richard Fairbrother, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present, including members of the news media.

Chairman Hollern opened the meeting by saying the Commission was delighted to be in The Dalles. He said Commissioner Bolender was able to attend the tour and social hour prior to dinner but had another meeting this morning. He mentioned that Commissioner Breezley was in the Orient.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the March 19 and 20, 1990, meetings.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2821 in Commission's files, Salem.)
- 3) Survey map and adopted resolution covering the Coquille Reroute Section, Coos Bay-Roseburg Highway, OR42, Coos County. (Highway Corridor and Design Resolution No. 493 in Commission's files, Salem.)
- 4) Agreements with the National Academy of Sciences and the Federal Highway Administration to support the National Cooperative Highway Research Program. Oregon's share for Fiscal Year 1990 is \$95,141. (Authorized State Highway Engineer to sign necessary agreements.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission
Interim Deputy Director of Transportation
State Highway Engineer
Traffic Engineer
Right of Way Manager
Planning Engineer
Office of Operations, Maintenance/Construction Engineer
Region 1 Engineer
Region 3 Engineer
Engineer of Materials & Research
Motor Vehicles Administrator
Aeronautics Administrator
Public Transit Administrator
Assistant Attorney General
Highway Controller

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G
Exhibit H
Exhibit I
Exhibit J
Exhibit K
Exhibit L
Exhibit M
Exhibit N
Exhibit O

The Commission unanimously confirmed their next meeting dates of May 14 (dinner with Jackson Scholars) and May 15, 1990 (formal) in Salem. The Commission tentatively set the following meeting dates as June 18 and 19, 1990, in Salem.

Mr. Bothman introduced Dale Wilken's replacement, Richard Fairbrother, Division Administrator of the Federal Highway Administration.

Mr. Bothman said he had appointed Paul Meyerhoff, Aeronautics Administrator, and Wanda Kennedy, Assistant Aeronautics Administrator, effective April 16, 1990. He mentioned that the Oregon statutes require that the Commission confirm the appointments of administrators. The Commission concurred with the appointments.

Ms. Gregory mentioned that it is necessary for the Commission to approve the legislative concepts before presenting to the Executive Department on May 1. Upon Executive Department approval, the concepts will be presented to Governor Goldschmidt for final approval. She presented the following concepts for Central Services:

- 1) Increases in motor vehicle and use fuel taxes
- 2) Redefines definition of Emerging Small Business and allows individual sureties, such as personal assets, to be used as an alternative to corporate sureties, to assure financial responsibility.
- 3) Allows short-term borrowing
- 4) Increases statutory bonding limits

(Approval shown on page 9044.)

Ms. Gregory then gave an update on the day care proposal. She commented that the bids for the old Governor's Mansion came in too high both times so that facility has been eliminated as a possible location. She mentioned that Chemeketa Community College has withdrawn its support for providing a Director for the program. She said the Department is ready to issue a request for a proposal for a child-care provider to operate a facility for 45 infants and preschool-age children. She mentioned that the facility to be leased is the former Coffee Time restaurant located on Center Street near the Transportation Building in Salem. The building is currently being renovated and it is hoped to be available by July. She stated that the costs for the pilot project are within the budget previously approved by the Commission.

Mr. Elliott reported that the Glenn Jackson Scholars Fund, made possible through contributions from the friends and business associates of Glenn Jackson, and ODOT employees and retirees, has a balance of about \$200,000. He mentioned that balance is between \$25,000 to \$30,000 short of making the fund a self-sustaining program. He said the Department has

begun the application process to be allowed to do raffles in July, August and September to help raise funds. Other benefits planned include a bowling tournament coordinated by the Motor Vehicles Division and golf tournaments arranged by the Highway Division.

Mr. Dodier presented the following concept for the Public Transit Division as follows:

- 1) Allocate three cents of the State's cigarette tax as revenue for the Transit Acquisition and Construction Fund.

Mr. Dodier said the Division has withdrawn two concepts concerning the urban containment and the rideshare tax credits.

Mr. Moomaw presented the following concepts for the Motor Vehicles Division:

- 1) Adjusts existing fees, add new fees
- 2) Adds sanctions to Commercial Driver Licensing Law for serious traffic violations
- 3) Replaces APA hearings with limited hearings, coercive procedures review
- 4) Replaces APA hearings with limited hearings, habitual offender review
- 5) Amends Oregon odometer requirements to conform with Federal requirements
- 6) Allows stolen vehicle checks on Oregon titles
- 7) Clarifies requirements for registration of heavy vehicles
- 8) Clarifies prorated statutes
- 9) Exempts convertor gears/tow dollies from registration/title
- 10) Allows juvenile suspensions/revocations from Juvenile Courts
- 11) Allows leveling workloads in DMV offices. The concept has not been finalized, but would like to leave it as a concept and as soon as information is gathered the concept will be brought back to the Commission.

Mr. Moomaw said a new concept is being added which changes the statutory mailing requirements for certain drivers license suspension,

revocation, and cancellation notices. He mentioned a change in mailing requirements will reduce postage expenditure and result in an increase in the number of drivers who receive such notices.

(Concept approval shown on page 9044.)

Mr. Moomaw asked for approval of an extension to an existing personal services contract with Computer People, Inc., in an amount not to exceed \$12,000. This contract will assist the Division in completing computer software needed to support implementation of the Commercial Driver Licensing Program. Vice Chairman Whitty moved for approval of the extension. The motion carried unanimously, and the Commission authorized the Administrator to sign the supplement.

Mr. Holden requested acceptance of two grant offers from the Federal Aviation Administration in amounts not to exceed \$135,000 each for two airport improvement program projects to accomplish three separate airport master plans in each project. The facilities involved are Hood River, The Dalles, Lebanon, Ashland, Josephine County, and Illinois Valley Airports. He mentioned the consultant agreements will not be signed until the Grant Offers are accepted and signed. Commissioner Ford moved for acceptance of the grant offers. The motion carried unanimously and the Commission authorized the Administrator to sign the acceptance of each grant and other documents that may be required for these projects.

Mr. Holden said the concepts for the Aeronautics Division include the following:

- 1) Changes pilot and aircraft registration cycle.
- 2) Increases pilot registration fees.
- 3) Increases aircraft registration fees.
- 4) Increases aircraft fuel taxes.
- 5) Exempts businesses located on State-owned airport property from property tax.
- 6) Increases offense for prohibited aircraft operation.
- 7) Establishes implied consent for blood-alcohol testing of aircraft pilots.

Mr. Holden said the legislative concepts will be presented to the Aviation Advisory Committee. It was mentioned that the Commission approval shown on page 9044 will be contingent upon a review and support from the Advisory Committee.

Chairman Hollern thanked Mr. Holden for serving as an Interim Administrator while they were selecting the new Administrator for Aeronautics.

Mr. Forbes reviewed the legislative concepts for the Highway Division as follows:

- 1) Allows suspension of bidding rights.
- 2) Eliminates exemptions for fluid leakage.
- 3) Changes legal width for all vehicles.
- 4) Allows adding additional axle or axles.
- 5) Clarifies truck wheelbase language.

(Concept approval on page 9044.)

Mr. Forbes said that they are deferring the concept on extending tolls on the Astoria-Megler Bridge in Clatsop County until more research can be done. The Commission inquired how much time would be needed to hold this concept in reserve. Mr. Forbes said that it is hoped the study will be done by this summer.

Mr. Forbes requested renewing a consultant contract with David Evans and Associates, Inc. for global positioning system services. He asked that the contract be renewed for a one-year option through June 30, 1991, at a cost not to exceed \$50,000. Commissioner Ford moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Mr. Forbes requested renewing a consultant contract with Western Aerial Contractors for aerial photography. He asked for renewal of the contract for a one-year option through June 30, 1991, at a cost not to exceed \$80,000. Commissioner Ford moved for approval of the renewal. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Mr. Forbes requested authority to renew three personal service contracts for photogrammetric mapping and cross sections with Spencer B. Gross, CH2M Hill and David C. Smith and Associates. He said the request is to renew these contracts for a third option through June 30, 1991, at a cost not to exceed \$50,000 per consultant per year. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

Mr. Forbes requested authority to enter into a personal service contract with Peak Solutions to provide an automated truck routing system that uses data maintained by the Highway Division. He said the contract would not exceed \$135,000 for customization and installation of the product. It is hopeful that this will speed up permit delivery and safeguard against critical errors. Vice Chairman Whitty moved for approval of the contract. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the contract.

Mr. Forbes requested authority to enter into flexible services contracts for the Traffic Engineering Section through the rest of this biennium ending June 30, 1991, at an estimated cost of \$200,000. He explained that the Traffic Engineering Section's design capabilities in the area of roadway illumination, permanent signing, and traffic signals are not sufficient to keep up with the expected peak workload through the rest of this biennium. He requested authority to select and hire competent firms capable of this design work. Commissioner Ford moved for approval of the request. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contracts.

Mr. Forbes requested authority to enter into a long-term agreement with Marion County to operate the Buena Vista Ferry. He said the agreement states that the Highway Division will pay 50 percent of the total operating costs minus any collected ferry tolls. The annual estimated cost to the Division is between \$20,000 and \$40,000. Vice Chairman Whitty moved for approval of the agreement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreement.

Mr. Forbes requested the Commission's adoption of a temporary administrative rule to allow vending machines in safety rest areas. He explained that the current administrative rule prohibits the sale of any merchandise in the rest areas. He explained that the Oregon Commission for the Blind has requested a pilot project to install vending machines in four or five major rest areas. He said if the pilot program is successful, it may be extended to all safety rest areas. The first vending machine installation is planned for the Brookings Safety Rest Area on US101 scheduled to be opened by Memorial Day weekend. Mike Ray from the Commission for the Blind was present to lend his support for the project. He said this will expand employment opportunities for blind Oregonians and provide a service to the traveling public.

Commissioner Ford moved for adoption of the temporary rule. The motion carried unanimously by the Commission amending OAR 734-30-010(6) and adopting the temporary rule to allow vending machines in rest areas, pursuant to an agreement with Oregon Commission for the Blind. (Temporary Miscellaneous Rule No. 258C in Commission's files, Salem.) The temporary rule was filed with the Secretary of State on April 20, 1990, and effective that day. The temporary rule will be published in the Secretary of State's Administrative Rule Bulletin.

Mr. Forbes recalled that on May 16, 1989, the Commission adopted a rule establishing a maximum 65 mile-per-hour speed limit on specific sections of rural interstate highways as allowed under the Federal Highway Administration guidelines. He said the Federal Highway Administration has recently changed the boundaries where 65 MPH speeds are allowed.

Mr. Forbes recommended amending the existing rule to bring the 65 MPH speed zone in compliance with current Federal standards and to provide more realistic designated speeds on Oregon Interstate Highways.

He said the most notable change is the section of I-205 from I-5 to the 10th Street Interchange in Oregon City. Notice of the proposed action was published in the Secretary of State's Bulletin on March 1, 1990, and no requests for a hearing were received.

Vice Chairman Whitty moved for amending the administrative rule. The motion carried unanimously and the Commission amended OAR 734-20-010. (See Administrative Rule No. 953(b) in Commission's files, Salem.) The rule was filed with the Secretary of State on April 18, 1990, and effective that day. The rule will be filed in the Secretary of State's Administrative Rule Bulletin.

Upon the recommendation of Mr. Forbes, Vice Chairman Whitty moved for approval and the motion carried unanimously by the Commission increasing project authorizations on the following contracts:

- 1) Contract No. 10,472, Farewell Bend Port of Entry, Old Oregon Trail, Malheur County, in the amount of \$95,750 (15% increase).
- 2) Contract No. 10,815, Tualatin River Bridge, Hillsboro-Silverton Highway, Washington County, in the amount of \$41,091.79 (6.5% increase).
- 3) Contract No. 10,821, Long Creek-Fox Section, Pendleton-John Day Highway, Grant County, in the amount of \$960,000 (14.8% increase).
- 4) Contract No. 10,813, Main St.-Shute Park (Hillsboro), Tualatin Valley Highway, Washington County, in the amount of \$411,175 (16.9% increase).
- 5) Contract No. 10,650, Coast Range Summit-Burnt Woods Section, Corvallis-Newport Highway, Lincoln County, in the amount of \$162,000 (6.6% increase).

Mr. Forbes recalled during the last session of the Legislature, the Joint Committee on Ways and Means asked that a program be developed for historical markers and covered bridge signing. He said \$10,000 was set aside for the study and a progress report was to be given to the Emergency Board on May 18, 1990. He requested authority to update the Emergency Board on the Historical Markers and Covered Bridge Signing Program. Commissioner Ford moved for approval. The motion carried unanimously by the Commission.

Vice Chairman Whitty moved for approval of the legislative concepts as presented by each of the Divisions. The motion carried unanimously by the Commission.

Chairman Hollern recessed the meeting at 10 a.m., and the meeting was reconvened at 10:15 a.m.

Senator Joan Dukes of Astoria and Geoff Stone, President of Port of Astoria, were present to discuss the Astoria Bypass. Senator Dukes said there have been several alternatives discussed for the Astoria Bypass and they were present to clarify support for a specific route. Mr. Stone presented a petition signed by approximately 494 persons. The petition supported the realignment of Highway 30 from the John Day Bridge to Williamsport to Smith Point and encouraged the Department to move the project into the construction phase of the 1991-1996 Six-Year Highway Improvement Program. (Petition in Commission's files, Salem.)

Senator Dukes also mentioned the problems involved for rural communities when traveling to various cities in Oregon by air and rail. She indicated her support for air and rail service.

Senator Dukes also requested that traffic signal projects be removed from the Six-Year Program and created into a special fund or plan. She felt the Six-Year Program should be a document used to plan roads, airports, and larger projects.

James O'Banion of Hood River appeared supporting the 2nd Street Overpass in Hood River. He said this project is listed in the Six-Year Program for construction in 1993. At the Six-Year meetings, it was recommended that the project be advanced in the Program. He was present to reinforce that recommendation. He told of the activity that was occurring on the waterfront with new jobs and with increased sailing. He closed by saying the need for access to the water will have an effect on the necessity of that interchange.

John Geiger, Port of The Dalles, was present and requested that the Chenoweth Interchange, Columbia River Highway (I-84), be moved to the construction phase for Fiscal Year 1993-94. He said a lot of preliminary work has been done and the Port of The Dalles is ready to sign the financing agreement. He felt the interchange was necessary to create the proper access into the industrial park, especially for emergency vehicles.

Wasco County Judge Bill Hulse appeared supporting the Interpretive Center. He also commented on the amount of private participation that has been invested in the Center. He commented that it would be advantageous to move the proposed interchange forward in the Program so that the construction would be completed by the opening of the Center.

Mayor Webb Peterson from the City of The Dalles supported the proposed Chenoweth Interchange and said it is the number one objective of the community. He mentioned that this proposed interchange is important to the future industrial area, to the community, and to the recreational/tourism growth.

Barbara Bailey spoke representing the Columbia River Gorge Commission. She felt that the Gorge Commission and the Transportation Commission share a partnership and a responsibility in the Columbia River

Gorge. She said the two Commissions can work together to achieve the purposes of the National Scenic Area Act. She felt that the construction of this interchange would support and enhance the economy of the total Gorge. She asked that the Commission help put together a package to enhance the scenic (natural) qualities of the Gorge by making the entrances into the smaller communities in the Gorge, such as The Dalles, Hood River, and Cascade Locks, more attractive.

Ray Mathews, Transportation Committee, Columbia River Gorge Commission, spoke concerning the unified support of the proposed interchange. He felt it was important that the interchange be constructed as the Interpretive Center will be completed in June of 1994. He said it is anticipated there will be 450,000 visitors the first year, with an increase to 750,000. He commented that the visitors should get to the Center in the easiest way possible.

Chairman Hollern commended them for their cooperative effort. He explained the Six-Year Program process and the results of the workshop held that morning. He said from the testimony received the past two days it appears the interchange is a needed project. He said he was hopeful that the project would be included in the construction portion but it was dependent on continued user fee increases into the trust fund.

Gilliam County Judge Laura Pryor supported the request for the proposed Chenoweth Interchange. She mentioned that the waste management facilities are increasing traffic on the John Day Highway through Arlington. She said their biggest concern is the width of the road due to the volume of trucks traveling to and from the waste facilities. She said the project is listed in the program as Arlington-Ceder Springs Road (North and South Units). She mentioned that the County is addressing an ordinance to provide matching funds for the projects. She urged the Commission to approve both phases; however, if that was not possible, she asked that the phase to correct the "S" turns be approved.

John Russum, Gilliam County Roadmaster, was concerned that the second phase of the project was not scheduled for development until 1992. He felt that temporary measures will have to be taken to make the road passable if the project is not accelerated. He urged the Commission to consider advancing the second phase in the program as well as construction of the first phase.

Chairman Hollern said their requests will be considered. He thanked them for their hospitality yesterday and he said the Commission enjoyed seeing the waste management facilities.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 11 a.m.

At 11:05 a.m., a workshop was held in the same room with the same persons present. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.)

Chairman Hollern said the purpose of the workshop was to meet with the Historic Columbia River Highway Citizens Advisory Committee.

Lewis L. McArthur, Chairman of the Committee, handed the Commission a fact sheet on the Committee. (Copy in Commission's files, Salem.) He said this Committee was created to advise the Department on matters that concern the historic highway. He stated that the Committee is concerned about maintaining the integrity of the highway and the traffic impact of the Interpretive Center on the highway.

Jeanette Kloos, Region 1, Scenic Area Coordinator, told the Commission of the accomplishments of the restoration projects. She mentioned that there is \$300,000 per biennium allocated for the restoration work. She urged the continuation of that funding.

Ms. Kloos mentioned that the Columbia River Gorge National Scenic Area Act provides for \$2.8 million in Federal Funding for the highway although the funds would not be available until the management plan is completed and adopted. It is planned to use that funding for the reopening of the Mosier Twin Tunnels between Mosier and Hood River.

Ms. Kloos said the Committee would like the Eagle Creek Viaduct Slide Repair Project added to the Six-Year Highway Improvement Program. She outlined two other high priority projects needing funding as a traffic management study and implementation of the Scenic Corridor Study, which includes visual enhancement opportunities and vegetation management projects.

Concerning the guardrail projects, Ms. Kloos said with additional funding it could be accomplished in a shorter timeframe. With the current funding, she reported it would take at least 20 years to replace the guardrail along the highway. Mr. Adams said the reason why restoration projects are going slow is the cost of the guardrail is expensive--three times the cost of normal guardrail.

Ms. Kloos also mentioned that June 1991 will be the 75th Anniversary of the Historic Columbia River Highway.

Mr. McArthur asked for immediate funding on the landscape program, guardrail replacement, traffic study, and repair of the Eagle Creek Viaduct at Tooth Rock.

Mr. McArthur inquired if it would be helpful to have the Committee prepare an outline of requested projects and costs that could be completed within five to seven years.

Chairman Hollern said the Commission is supportive of their efforts and he asked for a list of projects that could be incorporated in the next Six-Year Highway Improvement Program update. He felt that the plan should be done in less than ten years and added that he would like to see benefited parties pay their fair share of the costs. He asked that the Committee give the Commission quarterly or six-month reports on the progress of their plan.

Mr. McArthur requested uniformity and a standard identifying format on information signs and a review of the Historic and Scenic Highway Act.

There being no further business to consider, Chairman Hollern adjourned the workshop at 11:45 a.m.

At 12 noon, in the O'Callahan's Restaurant at the Shilo Inn, The Dalles, a luncheon was arranged by the Port of The Dalles, Wasco County, and the City of The Dalles. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Interim Deputy Director of Transportation
John Elliott, Director of Public Affairs
Don Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Victor Dodier, representing Public Transit Division
Dale Allen, Region 4 Engineer
Fran Neavoll, Commission Services

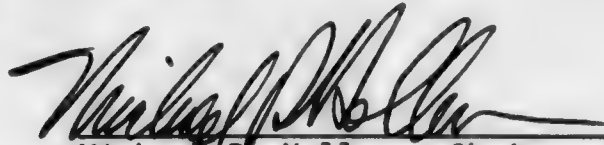
There were other staff persons and approximately 25 local officials present. Following lunch, Dan Durow, Wasco County Planner, and John Rayburn, Port of The Dalles, reiterated their unified support for the Chenoweth Interchange and the Interpretive Center. They also mentioned the implementation of an I-84 landscape project. On display was the master plan of The Dalles Area Riverfront Improvement Plan and a map of the West Interchange.

Chairman Hollern expressed appreciation for the tour, the dinner, and the luncheon. He said the tours were very informative and he appreciated the hospitality extended to the Commission and staff during their visit to The Dalles.

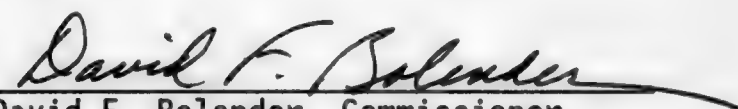
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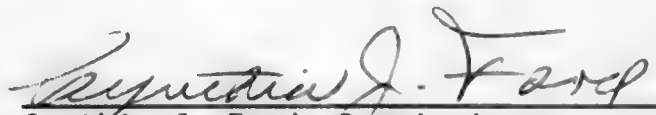
- 9048 -

The luncheon adjourned at 12:50 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services



Roger L. Breezley, Member

EXHIBIT A
MINUTES OF 4-17-90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Grant authority to enter into a personal service contract for studying the flow and overall efficiency of the field maintenance and construction offices. The chosen consultant will examine the existing workload, staffing levels, and any duplication of effort for three District Maintenance and Section Maintenance offices. The contract will also cover validating performance measures being used in a pilot productivity study. Cost for this one-year contract is not to exceed \$30,000. (Authorize State Highway Engineer to sign necessary contract.)

Dated this 6 day of March, 1990



Michael P. Hollern, Chairman
Oregon Transportation Commission

March 1, 1990

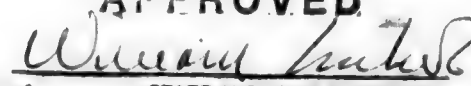
APPROVED

Fev STATE HIGHWAY ENGINEER
Date 3/5/90

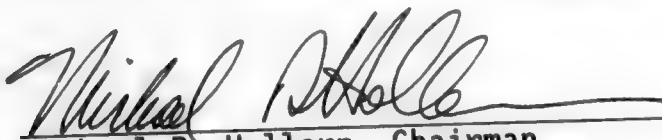
EXHIBIT A
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Amendment to personal service contract with Brenner & Company, an accounting firm heading up an investigation of the Highway Division's storeroom operation. Due to an increased amount of records requiring investigation, the contract amount is amended from \$9,500 to \$18,000. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 19 day of March, 1990



Michael P. Hollern, Chairman
Oregon Transportation Commission

March 16, 1990

APPROVED


STATE HIGHWAY ENGINEER

Date 3/16/90

This amendment was not processed as additional money was needed and approved by Chairman Hollern on March 22, 1990. See his Confirmation Report of Action dated April 7, 1990, with Minutes of May 15, 1990, meeting.

That amendment was never processed. Above paragraph should have stated "Amendment No. 1."

EXHIBIT A
MINUTES OF 4-17-90

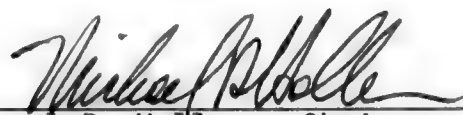
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Agreement with Wasco County for the jurisdictional transfer of a portion of Hood River Road No. 407 (Old Columbia River Highway) from County to State. Said portion of the Old Columbia River Highway was originally transferred from State to County in 1953 upon the completion of the existing alignment of State Primary Highway No. 2. It has been determined that it is in the public's best interest that the jurisdiction of said portion shall by formal County Resolution be returned to State to be maintained as a portion of the State highway system. (Authorize State Highway Engineer to sign agreement.)

Dated this 23 day of March, 1990



Michael P. Hollern, Chairman
Oregon Transportation Commission

March 19, 1990

APPROVED


STATE HIGHWAY ENGINEER
Date 3/21/90

EXHIBIT A
MINUTES OF 4-17-90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: *Deadwood Creek Bridge Section*
Contract 10,859
Type of Work: *Maintenance Coating* F.A. No.: *State*
County: *Lane* Highway: *Mapleton-Junction City Highway (ORE 36)*
No. of Bidders: 2 Low Bidder: *Dunkin & Bush, Inc., Redmond, WA*
Low Bid: *\$135,000.00*
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *S & K Painting, Inc., Oregon City, OR* \$ 152,880.00
3rd Bidder: *None* \$

No. 2 Project: *Freemont Viaduct (N.B. & S.B.) Section*
Contract 10,860
Type of Work: *Maintenance Coating* F.A. No.: *State*
County: *Multnomah* Highway: *Pacific Highway (I-5)*
No. of Bidders: 2 Low Bidder: *Certified Coatings of California, Concord, CA*
Low Bid: *\$573,669.00*
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *S & K Painting, Inc., Oregon City, OR* \$633,600.00
3rd Bidder: *None* \$

No. 3 Project: *Washburn Way (B.N.R.R.) O'Xing Section*
Contract 10,861
Type of Work: *Grading, Paving, and Structure* F.A. No.: *State*
County: *Klamath* Highway: *Washburn Way*
No. of Bidders: 4 Low Bidder: *Weaver Construction Co., LaGrande, OR*

ALTERNATE 'A'
Low Bid: *\$1,670,386.00*

Engineer's Recommendation: *Award to low responsive bidder subject to concurrence of Klamath County and receipt of deposit by the County.*

2nd Bidder: *Holm II, Inc., Stayton, OR (Alt. 'A')* \$1,689,719.00
3rd Bidder: *Ross Bros. Construction, Inc., Salem (Alt. 'B')* \$1,741,409.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 2/27/90
- 9053 -

EXHIBIT A
MINUTES OF 4-17-90

No. 4 Project: Jacksonville Highway at Lozier Lane Section

Type of Work: Traffic Signal Revision

Contract 10,862
F. A. No.: State

County: Jackson

Highway: Jacksonville Highway (ORE 238)

No. of Bidders: 5 Low Bidder: Marca Electric Inc., Coquille

Low Bid: \$ 47,832.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of Jackson County and receipt of deposit by the County.

2nd Bidder:	Linnco Electric Co., Albany	\$ 65,840.00
3rd Bidder:	Schoolhouse R Electrical Construction, Ashland	\$ 67,775.00

No. 5 Project: Scottsburg-Wells Creek Section

Type of Work: Paving

Contract 10,863
F. A. No.: State

County: Douglas

Highway: Umpqua Highway (ORE 38)

No. of Bidders: 5 Low Bidder: Roseburg Paving Co., Roseburg

Low Bid: \$184,940.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	Wildish Corvallis Construction Co., Eugene	\$ 200,900.00
3rd Bidder:	Bracelin-Yeager Excavating, & Trucking Inc., Coos Bay	\$ 204,363.00

No. 6 Project: Applegate River Bridge-M.P. 9.2 Section

Type of Work: Paving

Contract 10,864
F.A. No.: State

County: Josephine

Highway: Jacksonville Highway (ORE 238)

No. of Bidders: 2 Low Bidder: Copeland Paving, Inc., Grants Pass, OR

Low Bid: \$119,536.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	J. F. Shea Co., Inc., Walnut, CA	\$256,410.00
3rd Bidder:	None	\$

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2/27/90

EXHIBIT A
MINUTES OF 4-17-90

No. 7 Project: *Nehalem River Overflow Channel & Grub Creek Bridges Section*
Contract 10,865
Type of Work: *Grading, Paving, and Structures* F. A. No.: *BRS-RS-133(12)*

County: *Clatsop* Highway: *Nehalem Highway (ORE 202)*

No. of Bidders: *8* Low Bidder: *Tidewater Contractors, Inc., Brookings, OR*

Low Bid: *\$412,716.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA.*

2nd Bidder:	<i>West Coast Structures, Inc., Clackamas, OR</i>	<i>\$ 420,544.00</i>
3rd Bidder:	<i>Ross Bros. Construction, Inc., Salem, OR</i>	<i>\$ 426,460.00</i>

No. 8 Project: *Gray Creek-North Fork Road Section*
Contract 10,866
Type of Work: *Paving* F. A. No.: *State*

County: *Coos* Highway: *Coos Bay-Roseburg Highway (ORE 42)*

No. of Bidders: *6* Low Bidder: *Angell Asphalt & Aggregate Inc., Coos Bay*

Low Bid: *\$ 398,260.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	<i>Roseburg Paving Co., Roseburg</i>	<i>\$ 399,530.00</i>
3rd Bidder:	<i>Bracelin-Yeager Excavating, & Trucking Inc., Coos Bay</i>	<i>\$ 407,772.00</i>

No. 9 Project: *NCL Jacksonville-Riverside Section*
Contract 10,867
Type of Work: *Paving* F. A. No.: *State*

County: *Jackson* Highway: *Jacksonville Highway (ORE 238)*

No. of Bidders: *2* Low Bidder: *LTM, Inc., DBA Lininger Tru-Mix, Inc., Medford*

Low Bid: *\$ 333,386.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder:	<i>J.F. Shea Co., Inc., Walnut, CA</i>	<i>\$ 526,235.00</i>
3rd Bidder:	<i>None</i>	<i>\$</i>

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2/27/90

EXHIBIT A
MINUTES OF 4-17-90

No. 10 Project: M.P. 24.0-M.P. 40.0 Section

Type of Work: Paving

County: Lake

Highway: Warner Highway (ORE 140)

No. of Bidders: 6

Low Bidder: Angell Asphalt & Aggregate Inc., Coos Bay, OR

Low Bid: \$361,692.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: J. C. Compton Contractor, Inc., McMinnville, OR \$406,265.00
3rd Bidder: Babler Bros., Inc., Portland, OR \$423,665.00

No. 11 Project: Ladd Canyon-Drinking Fountain Grade Section

Type of Work: Variable Message Signing

County: Union & Baker

Highway: Old Oregon Trail Highway (I-84)

No. of Bidders: 2

Low Bidder: Coral Construction Company, Wilsonville

Low Bid: \$ 398,051.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA

2nd Bidder: Weaver Construction Co., La Grande \$ 438,320.00
3rd Bidder: None \$

No. 12 Project: Dooley Bridge-Cannon Beach Junction Section

Type of Work: Grading, Paving, and Signing

County: Clatsop

Highway: Oregon Coast Highway (U.S. 101)

No. of Bidders: 2

Low Bidder: Bayview Transit Mix, Inc., Seaside, OR

Low Bid: \$ 473,928.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Roy L. Houck Construction Company, Salem, OR \$590,133.05
3rd Bidder: None \$

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 2/27/90

EXHIBIT A
MINUTES OF 4-17-90

No. 13 Project: Cow Creek (New Glendale) Bridge Section
Contract 10,871
Type of Work: Grading, Paving, and Structure F. A. No.: BROS-1000(10)
County: Douglas Highway: County Road 12-B
No. of Bidders: 10 Low Bidder: Tidewater Contractors, Inc., Brookings, OR
Low Bid: \$ 497,504.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Douglas County and FHWA and receipt of deposit by the County.

2nd Bidder: Ross Bros. Construction, Inc., Salem, OR	\$532,233.00
3rd Bidder: Holm II, Inc., Stayton, OR	\$545,526.02

No. 14 Project: District 5 Overlay Projects
Contract 10,872
Type of Work: Paving F. A. No.: State
County: Lane Highway: Various Highways
No. of Bidders: 3 Low Bidder: Wildish Corvallis Construction Co., Eugene
Low Bid: \$ 504,475.00

Engineer's Recommendation: Award to low bidder.

2nd Bidder: Morse Bros., Inc., Lebanon	\$ 566,318.00
3rd Bidder: Eugene Sand & Gravel, Inc., Eugene	\$ 583,545.00

No. 15 Project: Digger Creek Bridge Section
Contract 10,873
Type of Work: Grading, Paving, and Culverts F. A. No.: F-BRF-22(5)
County: Benton Highway: Alsea Highway (ORE 34)
No. of Bidders: 12 Low Bidder: Ross Bros. Construction, Inc., Salem
Low Bid: \$ 1,036,192.29

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Bracelin-Yeager Excavating & Trucking Inc., Coos Bay	\$1,044,742.45
3rd Bidder: Johnson Rock Products, Inc., North Bend	\$1,057,170.62

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 2/27/90

CORRECTED COPY

No. 16 Project: Forge Road-Lobert (South Unit) Section

Contract 10,874

EXHIBIT A

Type of Work: Grading, Cold Planing, Paving, & Signing F. A. No. :

F-4-100 MINUTES OF 4-17-90

County: Klamath

Highway: The Dalles-California Highway (U.S. 97)

No. of Bidders: 7 Low Bidder: J.C. Compton Contractor, Inc., McMinnville

Low Bid: \$1,995,551.25

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FIIWA.

2nd Bidder:	Wildish Standard Paving Co., Eugene	\$2,134,951.20
3rd Bidder:	Angell Asphalt & Aggregate Inc., Coos Bay	\$2,166,876.00

No. 17 Project: McKenzie River (Hayden) Bridge Section

Contract 10,875

Type of Work: Grading, Paving & Structure Widening F. A. No. :

RS-A464(3)

County: Lane

Highway: Marcola County Road

No. of Bidders: 3 Low Bidder: Hamilton Construction Co. (Oregon), Springfield

Low Bid: \$ 992,895.95

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of Lane County and receipt of deposit by the County.

2nd Bidder:	Holm II, Inc., Stayton	\$1,091,651.10
3rd Bidder:	Ross Bros. Construction, Inc., Salem	\$1,159,330.10

No. 18 Project: Cape Creek Bridge Section

Contract 10,876

Type of Work: Bridge Repair and Cathodic Protection F. A. No. :

State

County: Lane

Highway: Oregon Coast Highway (U.S. 101)

No. of Bidders: 3 Low Bidder: Davey McKee Corporation DBA the Gunite Co., Houston, TX

Low Bid: \$ 2,350,665.90

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	Hamilton Construction Co. (Oregon), Springfield	\$2,723,635.50
3rd Bidder:	Construction and Rigging, Bothell, WA	\$2,927,510.00

On February 27, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on February 22, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Job Nos. 7, 11, 12, 13, 15, 16, and 17, if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to the next lowest responsive bidder pending DBE review and cost justification.

Dated this 23rd day of March, 1990

Michael P. Hollern
Michael P. Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT B
MINUTES OF 4-17-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On February 20, 1990, approved a personal service contract with Cross & Names for instruction of the following courses at a total cost not to exceed \$2,600:

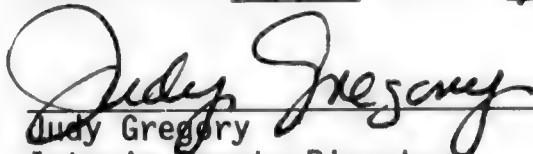
The Office Professional
May 17, 1990
\$650

Professional Development for Women
July 9, 1990
\$650

Management Development for Women
July 30 and 31, 1990
\$1,300

- 2) On March 7, 1990, approved an agreement with Chemeketa Community College for Time Management workshops to be held on May 24 and October 9, 1990, at a cost not to exceed \$1,350.

Dated this 29 day of March, 1990


Judy Gregory
Interim Deputy Director

March 28, 1990

EXHIBIT C
MINUTES OF 4-17-90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

CONTRACTOR AND
CONTRACT NO.

SECTION AND COUNTY

L.T.Contractors, Inc.
contract No.10637
Acceptance Date: March 21,1990

Wilson River Bridge -
Agaard Rd.
Tillamook and Washington

Johnson Rock Products, Inc.
Contract No.10673
Acceptance Date:March 21,1990

Longwood Drive - Winchester
Drive
Douglas

Oregon Asphaltic Paving Co.
CONTRACT NO.10726
Acceptance Date:March 21,1990

Clackamas /Boring Highway-
362nd Drive
Clackamas

JAL Construction ,Inc.
Contract No. 10752
Acceptance Date: March 21,1990

Marlow Creek
Coos

K.F. Jacobson and Co. , Inc.
Contract No. 10764
Acceptance Date:March 21,1990

N.E.Hancock St. -S.E.Haig
Multnomah

Morse Bros. ,Inc.
Contract No. 10765
ACCEPTANCE dATE :march 21,1990

YamhillCreek -N.C.L.
Carlton
Yamhill

Road and Driveway
Contract No. 10762
Acceptance Date: March 22,1990

Yachats - Lane County Line
Lincoln

EXHIBIT C
MINUTES OF 4-17-90

	EXPENDITURE RECAP Above Projects	FY to Date
Original Authorization	7,579,314.73	187,501,315.38
Anticipated Costs	7,421,315.38	191,377,700.92
Percentage Overrun (Underrun)	-2.1%	+2.1

William L. Forbes
For Donald E. Forbes

STATE HIGHWAY ENGINEER

Bmw:bmw

EXHIBIT C
MINUTES OF 4-17-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Washburn Way (B.N.R.R.) O'Xing in Klamath Falls, Klamath County. Bids received February 22, 1990. Contract No. 10,861 awarded on March 13, 1990, to Weaver Construction Co., La Grande, at \$1,670,386.00 (Alternate A).
- 2) Work on the Jacksonville Highway at Lozier Lane in Jackson County. Bids received February 22, 1990. Contract No. 10,862 awarded on February 27, 1990, to Marca Electric, Inc., Coquille, at \$47,832.00.
- 3) Work on the Nehalem River O'Flow Channel and Grub Creek Bridges Section of the Nehalem Highway in Clatsop County. Bids received February 22, 1990. Contract No. 10,865 awarded on February 27, 1990, to Tidewater Contractors, Inc., Brookings, at \$412,716.00.
- 4) Variable message signing on the Ladd Canyon-Drinking Fountain Grade Section of the Old Oregon Trail in Union and Baker Counties. Bids received February 22, 1990. Contract No. 10,869 awarded on March 5, 1990, to Coral Construction Company, Wilsonville, at \$398,051.00.
- 5) Work on the Dooley Bridge-Cannon Beach Junction Section of the Oregon Coast Highway in Clatsop County. Bids received February 22, 1990. Contract No. 10,870 awarded on March 5, 1990, to Bayview Transit Mix, Inc., Seaside, at \$473,928.00.
- 6) Work on the Cow Creek (New Glendale) Bridge Section of County Road 12-B in Douglas County. Bids received February 22, 1990. Contract No. 10,871 awarded on March 5, 1990, to Tidewater Contractors, Inc., Brookings, at \$497,504.00.
- 7) Work on the Digger Creek Bridge Section of the Alsea Highway in Benton County. Bids received February 22, 1990. Contract No. 10,873 awarded March 5, 1990, to Ross Bros. Construction, Inc., Salem, at \$1,036,192.29.

EXHIBIT C
MINUTES OF 4-17-90

- 8) Work on the Forge Road-Lobert (South Unit) Section of The Dalles-California Highway in Klamath County. Bids received February 22, 1990. Contract No 10,874 awarded March 5, 1990, to J. C. Compton Contractor, Inc., McMinnville, at \$1,995,551.25.
- 9) Work on the McKenzie River (Hayden) Bridge Section of Marcola County Road in Lane County. Bids received February 22, 1990. Contract No. 10,875 awarded on March 14, 1990, to Hamilton Construction Co. (Oregon), Springfield, at \$992,895.95.
- 10) Ramp control signal installation on the Murray Boulevard-Jefferson/Columbia Section of the Sunset Highway in Multnomah and Washington Counties. Bids received March 15, 1990. Contract No. 10,882 awarded March 26, 1990, to M & J Electric, Inc., dba Marine and Industrial Electric, Portland, at \$281,017.00.

Dated this 3TH day of April, 1990.

William Lubot
for Donald E. Forbes, State Highway Engineer

March 28, 1990

EXHIBIT C
MINUTES OF 4-17-90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On February 7, 1990, approved a 4.5 percent increase in project authorization on the Greeley Ramps-North Banfield Interchange of the Pacific and Columbia River Highways in Multnomah County (Contract No. 10,708) in the amount of \$199,952.
- 2) On February 15, 1990, approved a 12.8 percent increase in project authorization on the Tualatin Valley Highway-NW Walker Road Section of 185th Avenue in Washington County (Contract No. 10,579) in the amount of \$1,237,771.98.
- 3) On February 21, 1990, approved an agreement with Josephine County and the Siskiyou National Forest covering snow removal at the Page Mountain winter recreational parking area in Josephine County.
- 4) On February 22, 1990, signed a personal service contract with Alpha Engineers, Inc., for bridge inspection services in Morrow County from March 6, 1990, to February 22, 1992, at a cost not to exceed \$40,400. (Transportation Commission approved on May 16, 1989. Contract signed by William Anhorn for State Highway Engineer.)
- 5) On February 22, 1990, signed an agreement with the City of Portland for reconstruction of the Multnomah Street-Glisan Street Section of Pacific Highway East. State Funds not to exceed \$45,000. (Transportation Commission approved on May 16, 1989. Agreement signed by William Anhorn for State Highway Engineer.)

EXHIBIT C
MINUTES OF 4-17-90

- 6) On February 22, 1990, approved an agreement with the Central Oregon Irrigation District for relocation and adjustment of the District's facilities on the O'Neil Jct.-Redmond Couplet Section of The Dalles-California Highway in Deschutes County. (Agreement approved by William Anhorn for State Highway Engineer.)
- 7) On February 23, 1990, signed an agreement with Washington County covering the installation of a traffic signal and turn lanes on Scholls Highway at Denney Road. (Approved August 16, 1988, as part of the Six-Year Highway Improvement Program. Agreement signed by William Anhorn for State Highway Engineer.)
- 8) On February 28, 1990, approved a 15 percent increase in project authorization on the E. Main Street-East City Limits (Hillsboro) Section of Cornell Road in Washington County (Contract No. 9846) in the amount of \$515,567.55.
- 9) On March 15, 1990, signed a personal service contract with Burgess & Niple, Limited, for bridge inspection services in Clackamas and Multnomah Counties covering the period March 15, 1990, to December 31, 1992, at a cost not to exceed \$334,000. (Transportation Commission approved necessary contract May 16, 1989.)

Dated this 3TH day of April, 1990

William Anhorn
For Donald E. Forbes, State Highway Engineer

March 28, 1990


EXHIBIT D
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

- 1) On February 13, 1990, approved a parking prohibition on both sides of the Corvallis-Newport Highway from M.P. 0.00 (Oregon Coast Highway) to M.P. 0.51 (SE John Moore Drive) in the City of Newport in Lincoln County.
- 2) On February 26, 1990, approved a parking prohibition on the east side of the Oregon Coast Highway from M.P. 127.02 to M.P. 127.05 in the City of Depoe Bay in Lincoln County.
- 3) On March 13, 1990, approved a parking prohibition on the north side of the Clackamas Highway from M.P. 17.86 to M.P. 17.92 and on west side of the Eagle Creek-Sandy Highway from M.P. X0.23 to M.P. X0.20 in the community of Eagle Creek, Clackamas County.
- 4) On March 13, 1990, approved a parking prohibition on the west side of the Lower Columbia River Highway from M.P. 8.56 to M.P. 8.60 in the Linnton District, City of Portland, in Multnomah County.

Dated this 3rd day of April, 1990


Dwayne Hofstetter, Traffic Engineer

March 28, 1990

EXHIBIT E
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

BANDON STATE AIRPORT

RA 0060 - Nils G. Lau	Offer: \$1,560.00
RA 0061 - Walter J. Sarad	\$64,600.00

CAMAS VALLEY SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-57492 - James C. Maggini et al	Offer: \$2,025.00
R-57500 - Phyllis M. McDonald et al	\$1,100.00
R-57694 - Manford W. Amos et al	\$15,350.00

CASCADE HWY. N.-LESTER INTCHGE. SECTION OF JOHNSON CREEK BLVD.

R-58078 - Flora Jane Mansfield et al	Offer: \$31,250.00
R-58494 - Lena Mary Bisio et al	\$3,455.00
R-58495 - David George Bradley et al	\$4,500.00
R-58496 - David George Bradley	\$1,300.00
R-58497 - G. C. Hoskins et al	\$19,210.00

CHILOQUIN STATE AIRPORT

R-57576 - Robert J. Childers et ux	Offer: \$9,000.00
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COQUILLE REROUTE SECTION OF THE COOS BAY-ROSEBURG HIGHWAY

R-6028001 - Lester W. Cleveland et al	Offer: \$108,200.00
R-6028007 - Ronald J. Grotting et ux	\$48,825.00
R-6028010 - George Sullivan et al	\$28,500.00
R-6028011 - Tom P. Ferry et al	\$42,175.00
R-6028012 - Doil H. Capps et al	\$36,600.00
R-6028013 - Brand C. Cromwell et al	\$22,650.00

CORNELL ROAD INTCHGE. SECTION OF THE SUNSET HIGHWAY

R-58125 - Edward & Mary Thompson	Offer: \$36,000.00
R-58129 - Olympic Homes, Inc.	\$2,400.00
R-58139 - Washington County	\$2,350.00
R-58143 - Vahan M. Dinihanian	\$2,050.00

MINUTES OF 4-17-90

Offers Tendered List
Page 2
March 26, 1990

CURTIS AVE.-COALBANK SLOUGH SECTION OF THE OREGON COAST HIGHWAY

R-58651 - Alton E. Grunwaldt Offer: \$60,000.00

DOOLEY BR.-CANNON BEACH JCT. SECTION OF THE OREGON COAST HIGHWAY

R-58216 - Curt A. Thayer et al	Offer: \$150.00
R-58220 - Russell R. Earl et al	\$2,500.00
R-58333 - William C. Teeple	\$150.00

EMIL CREEK-MT. HOOD WINERY SECTION OF WOODWORTH DRIVE

R-58241 - Michael B. Sandoval et al	Offer: \$1,700.00
R-58242 - Katherine L. Mills	\$3,125.00

FORGE RD. - LOBERT RD. SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-58033	- Lori Calmell et al	Offer:	\$3,100.00
R-58034	- Charles E. Masterson et ux		\$2,170.00
R-58037	- Edward W. St. John et ux		\$5,900.00
R-58038	- Joseph C. Giammona et ux		\$2,450.00
R-58041	- Shirley M. Bickham		\$2,300.00
R-58044	- U.S. National Bank		\$6,650.00
R-58107	- L. A. Gienger et al		\$250.00

HOOVER HILL RD. - BROCKWAY RD. SECTION OF THE COOS BAY-ROSEBURG
HIGHWAY

R-6033001 - Nichols Bros. Inc.	Offer: \$2,350.00
R-6033002 - Cyril H. Nichols et al	\$500.00

LAKE CREEK-PACIFIC HWY. SECTION OF THE CORVALLIS-LEBANON HIGHWAY

R-55484	- Coast Distributors, Inc.	Offer:	\$12,500.00
R-57674	- Jack C. Richey et ux		\$1,400.00
R-57677	- Jean Starker Roth et al		\$5,600.00
R-57679	- C. D. Spencer, Jr. et al		\$77,000.00
R-57683	- Delbert W. Shirley III et al		\$2,750.00
R-57684	- Ann S. and Robert L. Miner		\$2,750.00
R-57685	- Charles Shirley et al		\$5,475.00
R-57686	- Randall Raschein et al		\$6,900.00
R-57687	- Schrock Farms, Inc.		\$20,400.00
R-57689	- Wayne L. Schmidt et al		\$17,060.00
R-58331	- Robert D. MacPherson		\$9,450.00

LINCOLN BEACH-FOGARTY CREEK SECTION OF THE OREGON COAST HIGHWAY

R-55606 - Sanford J. Blau et al	Offer: \$9,250.00
R-55618 - Richard and Margaret Biles	\$1,550.00

EXHIBIT E
MINUTES OF 4-17-90

Offers Tendered List
Page 3
March 26, 1990

O'NEIL JCT.-REDMOND COUPLET SECTION OF THE DALLES-CALIFORNIA
HIGHWAY

R-57544 - Pape Bros, Inc.	Offer: \$3,850.00
R-57557 - Norman H. Faulkner et al	\$6,425.00
R-57568 - Waldimer J. Lehnertz	\$1,900.00
R-57578 - Mann Construction Co.	\$19,800.00
R-57582 - Robert R. Comstock et al	\$2,100.00
R-57586 - Westside Timber, Inc.	\$2,435.00
R-57587 - Fred H. Elliott et ux	\$1,500.00
R-57590 - Frank Larkin et al	\$2,750.00
R-57591 - Gladys Butler et al	\$1,650.00
R-57595 - Patsy C. Dean	\$4,835.00
R-57781 - Robert C. Young	\$2,275.00
R-58654 - Robert M. Hanson et al	\$2,600.00

OSWEGO HWY. AT PIMLICO DR. SECTION OF THE OSWEGO HIGHWAY

R-57523 - David Bunnell et al	Offer: \$800.00
R-57525 - George Boyer et al	\$1,300.00

QUEEN AVE.-CORVALLIS/LEBANON HWY. SECTION OF THE ALBANY-JUNCTION
CITY HIGHWAY

R-55463 - Gus McCarty et al	Offer: \$136,000.00
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S.E. 221st AVE.-S.E. 242nd AVE. SECTION OF STARK STREET

R-58394 - Peter K. McGill	Offer: \$750.00
R-58403 - Harold M. Johnson	\$700.00
R-58404 - Thomas W. Zink et al	\$600.00
R-58419 - James R. Harrison et ux	\$200.00
R-58438 - Muriel Jean Anderson et al	\$1,965.00

SPANGLER HILL-MULINO SECTION OF THE CASCADE HIGHWAY SOUTH

R-57785 - Myron M. Mueller et ux	Offer: \$9,725.00
R-57788 - Gerald L. Grisham et al	\$8,625.00
R-57789 - Charles Luchterhand et ux	\$21,170.00
R-57790 - Victor J. Vanderstar et al	\$6,250.00
R-57796 - Ronald E. Ashbaugh et al	\$5,600.00
R-57800 - Samuel C. Hale et al	\$15,125.00
R-57815 - David S. Frazier et al	\$17,150.00
R-57817 - Donald P. Getner	\$14,450.00
R-57821 - Beth Stiglbauer et al	\$18,250.00

EXHIBIT E
MINUTES OF 4-17-90

Offers Tendered List
Page 4
March 26, 1990

UNION/GRAND AVE. VIADUCT-S.E. RIVER RD. SECTION OF THE PACIFIC
HIGHWAY EAST

R-58316 - Herbert Jundt et al Offer: \$8,260.00

ZIGZAG-RHODODENDRON SECTION OF THE MT. HOOD HIGHWAY

R-57714 - Sevellia A. Salazar et al Offer: \$3,000.00

Dated this 26th day of March, 1990



ROD HENRY, Assistant Right of Way Manager


EXHIBIT F
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following action was taken:

- 1) On February 27, 1990, approved Supplement No. 2 to a personal service contract with CRS Sirrine, Inc., to conduct Access Oregon Highways corridor studies. This supplement extends the contract ending date to May 31, 1990, at no additional cost. (Original approved by Transportation Commission May 17, 1988.)

Dated this 30th day of March, 1990



Robert E. Royer
Planning Engineer

March 28, 1990

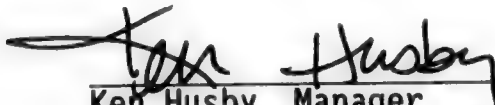
EXHIBIT G
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Office of Operations Engineer, the following actions were taken:

- 1) On February 15, 1990, approved an agreement with the Oregon ORV Volunteer Dune Patrol for a portable storage container for all-terrain vehicles and other equipment used for patrolling and search and rescue activities in the Siuslaw National Forest in Lane, Douglas, and Coos Counties. The cost will not exceed \$5,000 of ATV Account funds.
- 2) On February 23, 1990, approved a personal service contract with Brenner & Company to perform accounting services for review of records in the Highway Division's Storerooms in Salem, Bend, and La Grande from February 28, 1990, to July 1, 1990, at a cost not to exceed \$9,500.
- 3) On March 12, 1990, approved a personal service contract with William L. Bangert for a three-day course in structural coating inspection at a cost not to exceed \$2,304. Contract will terminate on March 31, 1990.

Dated this 3rd day of April, 1990


Ken Husby, Manager
Office of Operations Engineer

March 28, 1990

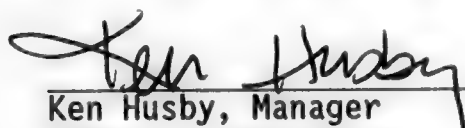
EXHIBIT G
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Maintenance/Construction Engineer, the following actions were taken:

- 1) On February 6, 1990, approved an agreement with USDA Forest Service, Siuslaw National Forest, for snow removal from access roads and various parking areas in the vicinity of Mary's Peak in Benton County.
- 2) On January 26, 1990, approved an agreement with R.L.K. and Company which operates Timberline Lodge for removal of snow from winter recreation parking locations at Timberline. (This agreement replaces the previous agreement approved by the Transportation Commission in December of 1977.)

Dated this 28th day of February, 1990



Ken Husby, Manager
Office of Operations,
Maintenance/Construction Engineer

February 28, 1990

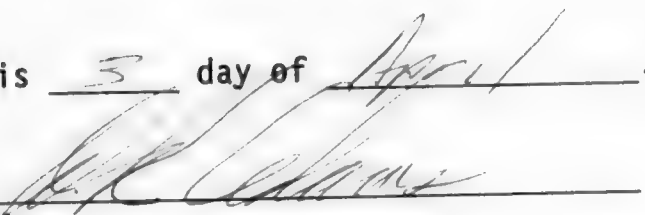
EXHIBIT H
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 1 Engineer, the following action was taken:

- 1) On February 2, 1990, approved a personal service contract with Philip McCurdy, Architect, for a construction cost feasibility study on the Banfield Building, 5821 NE Glisan in Portland in Multnomah County. This contract covers the period February 2 to April 30, 1990, at a cost not to exceed \$6,401.

Dated this 5 day of April, 1990


Don Adams
Region 1 Engineer

March 28, 1990

EXHIBIT I
MINUTES OF 4-17-90

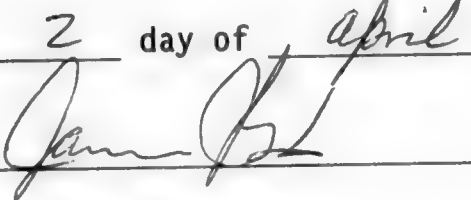
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

- 1) On February 23, 1990, approved a personal service contract with Rittenhouse-Zeman & Associates, Inc., for inspection and technical assistance in assessing contamination of soil and water by a gasoline feeder line at the District 7 Maintenance headquarters in Coos Bay. The work was performed on February 27, 1990, at a cost not to exceed \$1,000.

Dated this 2 day of April, 1990


James Gix
Region 3 Engineer

March 28, 1990

EXHIBIT J
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following actions were taken:

- 1) On February 16, 1990, approved three interagency agreements with Chemeketa Community College for the following courses:
 - Construction Project Management
March 7 and 8, 1990
Not to exceed \$1,885
 - Aggregate Roads and Injury Prevention
March 6 through 16, 1990
Not to exceed \$9,950
 - Hazardous Material Awareness
March 5 through April 30, 1990
Not to exceed \$7,500
- 2) On March 12, 1990, approved Amendment No. 1 to an interagency agreement with Chemeketa Community College for Hazardous Material Awareness workshops. This supplement provides \$1,500 for an additional workshop to be held in Ontario for a new total not to exceed \$9,000. (Keith Martin approved for Engineer of Materials and Research.)

Dated this 30 day of March, 1990


W. J. Quinn

Engineer of Materials and Research

March 28, 1990

EXHIBIT K
MINUTES OF 4-17-90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order number 34, dated June 21, 1988, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report these actions for your official records:

1. On March 8, 1990, approved a personal service contract with Management Design Consultants to analyze the DRIVE System's source code and recommend redesign alternatives. The contract covers the period March 15 through May 31, 1990 at a cost of \$ 8,650.
2. On March 15, 1990, approved an interagency service agreement with Oregon State University, Survey Research Center, to design and conduct a survey to determine public satisfaction with DMV Field Office services. The agreement covers the period April 10 through August 31, 1990 at a cost of \$ 5,022.
3. On March 21, 1990, approved a personal service contract with Trans 360, Inc. which authorizes the contractor to develop and conduct CDL driver training programs for DMV. The contract covers the period March 21, 1990 through June 30, 1991 at no cost to DMV.
4. On April 3, 1990, approved amendment number one to a personal service contract with Trans 360, Inc. to evaluate 23 CDL drive test routes and report findings and recommendations to DMV. The amendment and the original contract cover the period November 13, 1989 through June 30, 1991 at a cost of \$ 5,527.50.

Dated this 3rd day of April, 1990

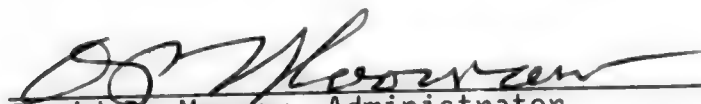

David P. Moomaw, Administrator
Motor Vehicles Division



EXHIBIT L
MINUTES OF 4-17-90

State of Oregon Aeronautics Division

3040 25th STREET S.E., SALEM, OREGON 97310 PHONE 378-4880

March 29, 1990

COM 5-1

MEMO TO: Mike Hollern, Chairman
David Bolender
Roger L. Breezley
Cynthia J. Ford
John Whitty
Oregon Transportation Commission

FROM: Joseph B. J. Holden *Joseph B. J. Holden*
Aeronautics Interim Administrator

SUBJECT: Agenda Item for April 17, 1990 Commission Meeting
(Actions by Aeronautics Interim Administrator under
delegated authority)

The following information report is submitted regarding contractual and real property actions I have taken under the authority delegated to me by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 1/30/90 Amendment No. 7 to Personal Services Contract No. P-1-88-V dated 1/15/88, State Aviation System Plan, Marjorie Hanley & Associates (amends delivery date to May 31, 1990).
2. 1/30/90 Amendment No. 4 to Personal Services Contract No. P-2-88-VI dated 1/15/88, State Aviation System Plan, Marjorie Hanley & Associates (amends delivery date to December 30, 1990).
3. 1/30/90 Amendment No. 1 to Personal Service Contract No. P-1-89-VIII dated 3/22/89, State Aviation System Plan, Marjorie Hanley and Associates (amends delivery date to July 31, 1990).
4. 1/30/90 Professional Services Agreement, Oregon State Aeronautics Division and Devco Engineering, Aurora State Airport, basic project \$55,605 and alternate project \$14,410.
5. 2/16/90 Amendment No. 2 to Personal Services Contract dated July 13, 1989, Century West Engineering (extends completion date).
6. 2/28/90 Agreement --Aeronautics to act as agent for City of Hood River, Master Plan Study.

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION
A MEMBER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

EXHIBIT L
MINUTES OF 4-17-90

Oregon Transportation Commission
March 29, 1990
Page 2

7. 2/28/90 Agreement --Aeronautics to act as agent for City of The Dalles, Master Plan Study.
8. 2/28/90 Agreement --Aeronautics to act as agent for Josephine County, Master Plan Study.
9. 2/28/90 Change Order No. 1, Wasco State Airport, Lopez Paving, Inc., change contract time to August 31, 1990.

Real Property Action

1. 1/2/90 Noncommercial Hangar Site Lease, Lebanon State Airport, Site W16, Wright (expires 11/30/94).
2. 1/2/90 Noncommercial Hangar Site Lease, Condon State Airport, Site "B ", Bill Flatt (expires 12/31/91).
3. 1/4/90 Caretaker Lease Agreement, Prospect State Airport, Sublease to Dave Moran (expires 12/31/94).
4. 1/4/90 Noncommercial Hangar Site Lease, Independence State Airport, Ronald N. Brown and Mark W. Honse, Site 8 (expires 11/30/94).
5. 1/9/90 Amendment No. 4 to Septic Tank Use Permit dated 3/4/85, Lebanon State Airport, Wood Products Machine Erectors (extends term to 3/4/91).
6. 1/10/90 Amendment No. 1 to Flying Service Lease dated 12/29/88, Independence State Airport, Thomson Aviation, Inc., (adds additional square footage to premises).
7. 1/31/90 Amendment No. 2 to Commercial Acreage Lease dated 9/2/88, Aurora State Airport, Aurora Business Park, (adds option and increases consideration).
8. 2/5/90 Removal of barbed wire and installation of chain link fence, Aurora State Airport, Columbia Helicopters, Inc.
9. 2/16/90 Final offer to Purchase Land from W. J. Sarad, Bandon State Airport (\$64,600).
10. 2/16/90 Amendment No. 3 to Commercial Acreage Lease dated 9/2/88, Aurora State Airport, Aurora Business Park (property line description).
11. 2/22/90 Flying Service Lease, Lebanon State Airport, Leban/Air Aviation (expires 1/31/95).

Oregon Transportation Commission
March 29, 1990
Page 3

EXHIBIT L
MINUTES OF 4-17-90

12. 2/27/90 Reimbursable Agreement, Aurora State Airport, VASI relocation.
13. 3/22/90 Noncommercial Hangar Site Lease, Independence State Airport, Dale A. Perry, Site 9, (expires 2/28/95).
14. 3/28/90 Noncommercial Hangar Site Lease, Siletz Bay State Airport, A. B. Lewelling, Site 2 (expires 2/29/95).
15. 3/28/90 Noncommercial Hangar Site Lease, Lakeside State Airport, Warren G. Leach, Site 1, (expires 2/21/95).

lz



EXHIBIT M
MINUTES OF 4-17-90

Department of Transportation
PUBLIC TRANSIT DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

PHONE 378-8201 (VOICE)
TDD 378-5037
FAX 373-7376

In Reply Refer to:
File No.:

April 5, 1990

COM

MEMORANDUM

TO: Oregon Transportation Commission
FROM: Denny Moore, Administrator
Public Transit Division
SUBJECT: Reported Actions Taken Under Delegated Authority

On behalf of the Commission and under the authority delegated to me to approve and sign contracts, I have taken the following actions since my last report:

1. Small City and Rural Area Transit Assistance Program. An 80 percent general funded program to provide assistance for public transportation service.
 - A. A management assistance agreement with Molalla Transportation District in the amount of \$16,000. (March 23, 1990)
2. Rideshare Program. A 100 percent other funded grant program provided by Department of Energy for local community rideshare programs.
 - A. An agreement with Oregon Department of Energy in the amount of \$3,000 to assist the Albany/Corvallis rideshare project. (November 17, 1989)
 - B. An agreement with Oregon District 4 Council of Governments in the amount of \$3,000 to assist the Albany/Corvallis rideshare project. (February 20, 1990)
 - C. An agreement with Oregon Department of Energy in the amount of \$1,000 to assist the City of Salem rideshare project. (February 2, 1990)
 - D. An agreement with the City of Salem in the amount of \$1,000 to assist the City of Salem rideshare project. (February 20, 1990)

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AN EQUAL OPPORTUNITY EMPLOYER

EXHIBIT M
MINUTES OF 4-17-90

Oregon Transportation Commission
April 5, 1990
page two

3. Passenger Assistance Techniques. A program to provide driver training on assisting elderly and disabled passengers.
 - A. A personal services contract with Joan Shimp to serve as co-trainer for Passenger Assistance Techniques Workshops. Maximum amount not to exceed \$2,100. (September 28, 1989)
 - B. An amendment to the personal services contract with Joan Shimp dated September 28, 1989. No change in amount. (October 17, 1989)
4. An agreement with District 4 Council of Governments to contribute federal funds up to \$19,000 to develop a Linn-Benton Region Transit Plan. (June 23, 1989)
5. An amendment with District 4 Council of Governments agreement dated June 23, 1989, extending the ending date to April 30, 1990. No change in amount. (January ³¹₂₆, 1990)
6. An agreement with Executive Department in the amount of \$288 to provide an employee assistance program for the period July 1, 1989 through June 30, 1991. (July 1, 1989)

DHM:ag

cc: Bob Bothman, Director
Department of Transportation

John Elliott, Assistant Director
Intergovernmental and Public Affairs

Fran Neavoll, Office Manager
Commission Services

delapr:ahd

EXHIBIT N
MINUTES OF 4-17-90

Report of Condemnation Cases Optioned [Dismissed]

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Robert A. Jensen L-9470 R-57421 Section: Foothill Blvd.-Rogue River/Redwood Highway Junction Highway: Redwood County: Josephine Remarks: Settled by Right of Way			
Wolf Reimann L-9278 R-56809 Section: Alsea River[Waldport Bridge] Highway: Oregon Coast County: Lincoln Remarks: Settled by Right of Way			
Kendra Antoun L-9518 R-57478 Section: Camas Valley Highway: Coos Bay-Roseburg County: Douglas Remarks: Settled by Right of Way			
Consolidated Federal Bank, et al. L-9487 R-57369 Section: Foothill Blvd.-Rogue River/Redwood Highway Junction Highway: Redwood County: Josephine Remarks: Settled by Right of Way			
James D. Wilson, et al. L-9499 R-58088 Section: Corvallis Bypass [south unit] Highway: Corvallis-Newport County: Benton Remarks: Settled by Right of Way			
Ronald C. Nunn, et al. L-9482 R-57406 Section: Foothill Blvd.-Rogue River/Redwood Hwy. Junction Highway: Redwood County: Josephine Remarks: Settled by Right of Way			

EXHIBIT N
MINUTES OF 4-17-90

Report of Condemnation Cases Optioned [Dismissed]
(Continued)

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Ronal C. Nunn, et al. L-9481 R-57407 Section: Foothill Blvd.-Rogue River/Redwood Hwy. Junction Highway: Redwood County: Josephine Remarks: Settled by Right of Way			



EXHIBIT 0
MINUTES OF 4-17-90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

March 9, 1990

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

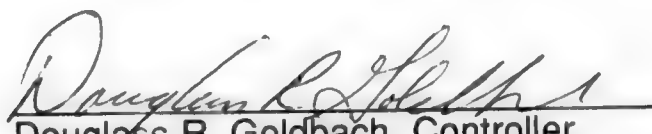
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On March 9, 1990, \$ 6,575,607.26 was distributed to the counties as their share of motor vehicle revenues for the month of February, 1990.

On March 9, 1990, \$ 4,178,600.84 was distributed to the cities for the month of February, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of March, 1990


Douglass R. Goldbach, Controller
Highway Division

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MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION

WORKSHOP
DINNER MEETING

MAY 14, 1990

AND

FORMAL MEETING
WORKSHOPS
EXECUTIVE SESSION
LUNCH

MAY 15, 1990

At 2:30 p.m. on May 14, 1990, the Oregon Transportation Commission held a workshop in Room 122 of the Transportation Building in Salem to discuss multimodal transportation. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
William Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
Roland Casad, Manager of Strategic Planning
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Elliott opened the workshop by explaining a recent reorganization in the Department. Judy Gregory's duties would focus on internal operations of the Department, and her title would be Assistant Director for Administration. He said in an effort to enhance departmental strategic planning, his new title would be Assistant Director for Strategic Planning and Communications with a focus on external duties. A new position of Assistant Director for Finance would be created.

Mr. Elliott said one of his key units will be the Planning Section with the responsibility to create a multimodal transportation plan.

Roland Casad said the purpose of the workshop was to outline alternatives for the preparation of a plan for a multimodal system. This resulted from work done recently by the Roads Finance Committee focusing on whether or not the Committee should get involved in a multimodal planning effort of its own.

Mr. Casad began by giving a brief history of the national and state events involving transportation from 1775 (James Watt perfected steam engine) to 1988 (Futures Forum). (Copy of history in Commission's files, Salem.)

Mr. Casad mentioned ORS 184.618 states that one of the Commission's primary duties is to develop and maintain a State Transportation Policy and a comprehensive, long-range plan for a multimodal transportation system for the State which encompasses economic efficiency, orderly economic development, safety and environmental quality.

Mr. Bothman suggested that the statute needs to be rewritten to bring it up-to-date.

Mr. Casad discussed five alternative approaches to a multimodal plan as follows:

ALTERNATIVE APPROACHES TO MULTIMODAL PLAN

TITLE: Status Quo	TITLE: OTC/Department Business Plan (Strategic Mgmt)	TITLE: Expanded Coordination Plan	TITLE: Transportation Policy Plan	TITLE: Major Needs Analysis (DOT National Policy Approach)
ELEMENTS: <ul style="list-style-type: none"> • Participate in Metro planning processes with partners • Target needs on case-by-case basis -- conduct studies - fill in missing links • No overriding plan which sorts priorities • Compile modal plans for legislative presentations - maintain attention to linkages and coordinate where necessary 	ELEMENTS: <ul style="list-style-type: none"> • OTC and Department identify long-term key areas of focus and related goals and objectives - frequent updates • Certain goals and objectives to focus on opportunities for multimodal system development - studies • Strong development of ongoing environmental scan process • Frequent review and feedback by Management Team • Constant participation/ collaboration with other agencies/organizations/ providers/users 	ELEMENTS: <ul style="list-style-type: none"> • Pull together existing needs data and plans, including those from outside organizations (e.g., EDD, LCDC, PUC, MSD) • Analyze, reconcile, and incorporate assumptions and objectives of other key plans • Break down information geographically; e.g., MPO's and Rural • Identify key corridors where opportunities for mixing and combining modes exist • Establish separate follow-up effort for each opportunity -- goals/objectives plus plan • Roll-up into single plan document 	ELEMENTS: <ul style="list-style-type: none"> • Transportation Policies Development - Policy Papers and Statements • Broad focus on state issues, not modes • Special emphasis on understanding of state interests and state role • Formalize and strengthen central review of modal plans for consistency with OTC policies • Assure modal plans respond to and support policies 	ELEMENTS: <ul style="list-style-type: none"> • Creation of policy committee -- industry group, gov't group, or OTC • Creation of series of sub-committees for each mode, or for each functional area • Subcommittees consisting of industry reps and other interested parties • Subcommittees carry out comprehensive needs analyses for each mode/ function • Classic detail • Policy committee and key members of sub design an interlinking plan for all modes
PRODUCT: <ul style="list-style-type: none"> • Targeted Issues 	PRODUCT: <ul style="list-style-type: none"> • Expanded Goals and Objectives Document 	PRODUCT: <ul style="list-style-type: none"> • Single Transportation Plan Document - Summarizing current efforts, targeting new process for better coordination 	PRODUCT: <ul style="list-style-type: none"> • Extensive background and policy papers • Single Transportation Policy Document 	PRODUCT: <ul style="list-style-type: none"> • Potential Multi-volume Plan Document

Mr. Casad said the staff's recommendation is a combination of Alternatives 3 and 4. He outlined the rationale for this recommendation. He said he felt the Plan should summarize the current work by incorporating and building a broad policy framework to guide the Department's activities.

Brian Gregor explained how he envisioned the unified transportation plan could be prepared and the elements and structure of the plan:

- 1) Method for combining ODOT plans and implementation programs into an overall ODOT transportation plan.
- 2) Method for coordination of ODOT plans and program.
- 3) Method for updating plans.
- 4) Single codification system and depository for plans and programs within ODOT.

(Written document in Commission's files, Salem.)

There was discussion concerning financing, urban arterials, tradeoffs, and jurisdiction exchange.

Ted Spence said he felt the Commission should consider certain principles in developing this plan.

The Commission instructed Mr. Casad to prepare a proposal that can be presented to the Roads Finance Committee indicating ODOT will conduct the multimodal study and will work with the Committee, cities, and counties on the road financing issues. The Commission also agreed to focus on the coordination issue as part of Alternate 3 to make sure planning efforts are consistent.

The workshop adjourned at 4:35 p.m.

At 7 p.m., May 14, 1990, the Oregon Transportation Commission held a dinner meeting at McNary Restaurant, 6255 River Road North, in Keizer. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
David Moomaw, Administrator of Motor Vehicles Division
Fran Neavoll, Commission Services
Tom Walsh, Jackson Scholar Selection Committee
Dr. Gary Andeen, Jackson Scholar Selection Committee
Kathleen Carter, Governor's Office
Diana English, 1989 Jackson Scholar
Leslie Ford Brown, Granddaughter of the late Glenn Jackson
Don and Stella Lulay, Grandparents of Kurt Lulay
Kurt Lulay, 1990 Jackson Scholar
John and Becky Preston, parents of Drinda Preston
Drinda Preston, 1990 Jackson Scholar
Jean Sekerak, Personnel Section
Florence Neavoll, Executive Assistant to Director
Roger Keiffer, Photographer

Following dinner, Chairman Hollern introduced the 1990 Jackson Scholars as Kurt Lulay of Sublimity and Drinda Preston of La Grande.

Tom Walsh recollected working with the late Mr. Jackson on the Commission and he mentioned two qualities of his that are found in the two scholars. The qualities were good people skills and leadership ability.

He said Mr. Jackson always felt that successes should be recognized. He then told of the accomplishments of several of the previous scholars.

Mr. Walsh presented Kurt Lulay and Drinda Preston with scholarships in the amount of \$2,500 a year for four years to attend an accredited, four-year college. The winners are also guaranteed summer employment with the Department.

The 1990 Scholars thanked the Department and the Selection Committee for this award.

Chairman Hollern congratulated the scholars on behalf of the Commission. He said the quality of the students is reflective of the quality of the parents. He praised the employees in the Department for their quality of work and dedication.

Chairman Hollern thanked Jean Sekerak for her work on the scholarship program. Ms. Sekerak works with the applicants, the State Scholarship Commission, and the Director's Office. She is also responsible for arranging their summer employment.

The dinner meeting adjourned at 8:15 p.m.

On May 15, 1990, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (Room 122) of the Transportation Building in Salem beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
David Moomaw, Administrator of Motor Vehicles Division
Richard Fairbrother, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Vice Chairman Whitty moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the April 16 and 17, 1990, meetings.
- 2) Adopted resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2822 in Commission's files, Salem.)
- 3) Adopted OAR 734-35-050 through 734-35-130 concerning the disposal and liquidation of real property. This will establish criteria for appraisals, notices to General Services, advertising, sales to political subdivisions, and the sale of property when no satisfactory bids have been received at an auction.

The proposed rule was published in the Secretary of State's Administrative Rule Bulletin on February 15, 1990. No objections or requests for a public hearing were received. Real Property Administrative Rule No. 734 is in Commission's files, Salem. The permanent rule will be filed with the Secretary of State and published in their Bulletin.

- 4) Continued the Transportation Research Board's Research Correlation Service at a cost of \$50,900 from July 1, 1990, to June 30, 1991. (Authorized State Highway Engineer to sign necessary agreement.)
- 5) Included the Lake Labish Road-Cordon Road Section of the Hazel Green Road Bikeway in the 1990 Bikeway Program. This project is a replacement for the River Road-Oatfield Road Section Bikeway which was withdrawn by Clackamas County.

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Interim Deputy Director of Transportation	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G

(Continued on next page.)

Right of Way Manager
Office of Operations, Maintenance/Construction Engineer
Bridge Engineer
Region 2 Engineer
Region 5 Engineer
Assistant Attorney General
Highway Controller

Exhibit H
Exhibit I
Exhibit J
Exhibit K
Exhibit L
Exhibit M
Exhibit N

The Commission unanimously confirmed their next meeting dates of June 18 (dinner) and June 19, 1990, (formal) in Salem. The Commission tentatively set dates for the following meetings in Burns as July 16 and 17, 1990.

Mr. Bothman recognized the following employees as winners of the 1990 Isabel Albright Awards:

Marilyn Borgelt of the Parks Division, Secretarial Award
Terry Wimsatt of Central Services, Office Support Award

Chairman Hollern extended the Commission's congratulations.

Mr. Bothman recognized Sunday Dick and Lisa Flowers, Highway Division employees, as honorees at the Fourth Annual Tribute to Outstanding Women and Employers Award sponsored by the Salem YWCA. Chairman Hollern, on behalf of the Commission, congratulated them for this award.

Mr. Forbes recommended approval of Supplemental No. 1 to a personal service contract with TAMS Consultants, Inc., for preliminary engineering services on the Sunrise Corridor (Unit 1). This supplement would increase the current work scope and the cost by \$75,000 from \$440,000 to \$515,000. Commissioner Bolender moved for approval of the supplement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

Mr. Forbes recommended a supplemental agreement with the Museum of Anthropology, University of Oregon, to provide archaeological reconnaissance, site testing, and data recovery for the Federal-Aid Highway Program at a new total not to exceed \$290,512. He said this supplement provides an additional \$165,512 for the archaeological site affected by the Forge Road-Lobert Road Project in Klamath County. Commissioner Ford moved for approval of the supplemental agreement. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary supplement.

Chairman Hollern asked for a report of the benefits received on archaeological work and the amount of funds that have been spent for the last 10 to 15 years.

Mr. Forbes requested approval of a supplement to a personal service contract entered into with OBEC Consulting Engineers for development of the Crater Lake Boundary-Fort Klamath Section of the Crater Lake Highway in Klamath County. He explained that during the development of the project the discovery of three endangered species and a hazardous waste site has significantly increased the work required by the consultant to accommodate these concerns. He recommended extending the existing contract by three months and increasing the cost by \$40,000 to a new total of \$438,600. Commissioner Bolender moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary supplemental contract.

Mr. Forbes requested authority to cancel three projects, substitute three other projects, and broaden the scope of a project in the Six-Year Highway Improvement Program. Vice Chairman Whitty moved for approval. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary agreements on the following projects:

PROJECT SUBSTITUTES IN THE CONSTRUCTION SECTION

Cancelled West Monroe Street at Eagan Avenue (Burns), Central Oregon Highway, US20, M.P. 131.23, Harney County, total estimate \$80,000.

Added Broadway Avenue at Monroe Street (Burns), Central Oregon Highway, US20, M.P. 131.50, Harney County, total estimate \$100,000.

Substituted the Broadway traffic signal project for the Eagan traffic signal project. Total construction cost for each is \$80,000. The Broadway Avenue project will require \$20,000 of preliminary engineering work.

Much of the work that would have been done at Eagan has been accomplished by maintenance forces and the project is no longer needed.

Cancelled Mosier Interchange, Columbia River Highway, I-84, M.P. 69.79, Wasco County, construction estimate \$25,000.

Added Pacific Highway at Diamond Hill Crossing, Pacific Highway, I-5, M.P. 209.06, Marion County, total estimate \$32,000.

Substituted the Diamond Hill protective fencing project for the Mosier Interchange protective fencing project.

The City of Mosier and the Region have recommended dropping the Mosier Interchange protective fencing project. There have been no reported incidents of objects thrown from the structure. Traffic has recommended the substitution of the Diamond Hill project.

(Continued on next page.)

Cancelled Yamhill County Line-Holmes Gap, Pacific Highway West, OR99W, M.P. 47.52 - 52.32, Polk County.

Added Bethel Road-Holmes Gap, Pacific Highway West, OR99W, M.P. 49.52 - 52.32, Polk County, total estimate \$2,700,000.

Shortened this project, which will improve the alignment and add a left-turn lane, to more nearly match the funding.

The northern portion of the current project is unlikely to be built. By cutting off two miles of the current project, the remainder will more nearly match funding.

PROJECT CHANGES: CHANGED THE SCOPE OF THIS PROJECT CURRENTLY UNDER CONSTRUCTION

Changed the project from a three-lane typical section to a four-lane typical section on the Timberline Highway-Snow Bunny Road, Mt. Hood Highway, US26, M.P. 54.2 - 57.2, Clackamas County.

Recent public hearings on the 1991-96 Highway Improvement Program indicated considerable support for relieving congestion on this highway. Current amount for the project is \$4,835,000. The additional lane would add another \$640,000. The current project is funded with FLH money. Because these Federal Funds are project-specific, no more are available for this project. The additional money would come from State Funds.

Mr. Meyerhoff gave an informational report on a resolution passed by the Aviation Advisory Committee on May 1, 1990, urging modification or elimination of Oregon's airline flyover tax currently imposed on airlines by the Department of Revenue. He explained the flyover tax is a term for a factor in a formula used by the Department of Revenue to apportion the value of commercial aircraft for property taxation purposes. The flyover factor is the time that an aircraft spends flying over Oregon without landing. It applies only to airlines that provide service to Oregon. The Committee felt the tax was a detriment to economic development to commercial airlines that utilize the airways of Oregon. The Committee suggested that the Commission at a future meeting consider this resolution to present to the appropriate legislative Committees and the Governor. (Copy of resolution in Commission's files.)

Mr. Meyerhoff mentioned that he had mailed to the Commission a 30-day activity report since he has been Administrator. (Copy of report in Commission's files, Salem.) He said he has been aggressively meeting with various individuals, Aviation Advisory Committee members, citizens groups, airport managers, and community leaders to ask them what they feel is the role of aviation in Oregon. He said this information will be used in their strategic plan.

Mr. Moomaw requested authority to appear before the May Emergency Board for an increase of \$826,136 in the Division's 1989-91 budget expenditure limitation and the authority to increase staffing. He explained this request is needed to conduct a significant increase in Implied Consent hearings volume, cover the related increase in services and supplies expenditures, and replace an existing inadequate microcomputer system. He explained that the revenue generated from fees for services charged to the customers is available to fund this increase in expenditures. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously by the Commission.

Bob Bennett, Information Systems Branch, requested approval of a personal service contract to assist the Division in preparing a functional specification for field office computer system software at a cost not to exceed \$40,000. He explained that these specifications will be used by vendors as a basis for submitting proposals for replacing the existing hardware/software. He said it is anticipated the contractor will be able to start work on or about June 4, 1990, with a completion date estimated at November 2, 1990. Commissioner Bolender moved for approval of the contract. The motion carried unanimously and the Commission authorized the Administrator of the Motor Vehicles Division to execute the contract.

Mr. Moore handed the Commission a packet of information of the Department's efforts to provide information about Ballot Measure 1, which will be considered at the May 15, 1990, election. (Packet in Commission's files, Salem.) The Measure proposes to change the Oregon constitution to allow local voters to decide whether vehicle registration fees raised by their communities could be used for public transportation purposes, in addition to the road purposes already permitted. He thanked the Commission for their help in supporting this Measure.

Dinah Van Der Hyde of the Public Transit Division recalled that the Commission had adopted temporary administrative rules covering the Special Transportation Fund for the Elderly and Disabled in January 1990. She said these rules will expire on June 30.

Ms. Van Der Hyde explained that the 1989 Legislature passed a bill impacting this Fund. The effect of the new legislation on the existing formula program was to:

- Provide for additional cigarette tax revenues;

- Add an administrative allotment proposed at \$2,000 for each governing body;

- Mandate a minimum allocation proposed at \$15,000;

- Set a condition that new moneys may not be used to supplant existing resources; and

- Establish a discretionary program.

Ms. Van Der Hyde said the new law added a discretionary account of about \$1.2 million annually. She mentioned the Commission will make annual awards from this account in a new program to provide grants to counties and districts. She explained these grants would be awarded based on need.

Ms. Van Der Hyde said there have been statewide workshops and a public hearing was held on April 20, 1990. She mentioned that the Division will provide information and applications to the governing bodies in July 1990. In September the staff and an evaluation review panel will review the grant applications. The Division will then present funding recommendations to the Commission in October 1990. She recommended adoption of the permanent administrative rules.

Vice Chairman Whitty said it appears that the year 1989 should be added to the administrative rule on page one under statutory authority and procedure. With that correction made, he moved for adoption of the permanent administrative rules. The motion carried unanimously and the Commission adopted Public Transit Division Administrative Rule No. 1c, which will be filed with the Secretary of State and effective that date. The rule will also be published in their Administrative Rule Bulletin.

Mr. Elliott recognized six employees for outstanding contributions to the Employee Suggestion Award Program. Chairman Hollern presented certificates to the following employees:

Ted Burney - Central Services
Mel Galvin - Central Services
Von Hemmert - Highway Division
Shirley St. John - Motor Vehicles Division
Lona Flippo - Motor Vehicles Division
Judith Evans - Motor Vehicles Division

Larry Christianson recalled that in May 1989 the Department launched an effort to decrease the fatality rate in highway work zones. The results of that campaign indicate the numbers have increased from 19 in 1988 to 31 in 1989. He felt that part of the reason may be due to the increase in construction dollars and the surface preservation projects were added to the data base. He said whatever the reasons, it is clear there is a need to continue to encourage motorists to pay attention to the work zone signing. An expanded program has been developed for this year. He mentioned that the 1990 campaign will include public service announcements and billboard displays in the Salem-Portland area for a three-month period.

Mr. Christianson also mentioned that a 10-mile section of Highway 62 has been designated as a highway safety corridor. Signs will be placed at the beginning of that section in each direction of travel to urge motorists to drive carefully in the safety corridor and "Lights on for Safety" signs will also be installed. Additional highway safety corridors are being considered on a case-by-case basis.

Mr. Christianson said one of the Department's goals is to bring Oregon's safety ranking to at least the upper one-third of all States. He suggested that the Department concentrate on the DUII and the seat belt measures.

Mr. Christianson presented the Commission with a Proclamation from Governor Neil Goldschmidt proclaiming May 12-18, 1990, as Oregon Transportation Safety Week.

Dave White, Safety Manager, reported that in 1988 there were two fatalities of Department employees and in 1989 there were no fatalities. He presented Life Saver Awards to the following employees:

John Templin - Grants Pass
Jerry Cnossen - Moro
Lourdes Susi - Sylvan
Bill Chaput - Salem

Ms. Gregory recalled that in January the Department appeared before the Joint Legislative Committee on Data Processing for their approval of the TEAMS enhancements. One of their requirements was that the Department enter into a personal service contract not to exceed \$100,000 to hire a consultant to assist in performing a post-implementation review of TEAMS' efficiency and effectiveness. She said all work is to be completed no later than October 1, 1990. Commissioner Ford moved for approval. The motion carried unanimously by the Commission authorizing the Assistant Director for Administration to enter into and sign the contract.

Steve Anderson, Chairman of the Citizens for Sandy Boulevard, appeared requesting the following roadway improvements on N.E. Sandy Boulevard.

- 1) Widening of N.E. Sandy from I-205 to N.E. 122nd from the current four-lane facility to five lanes with a continuous left-turn median lane.
- 2) Since this widening will remove all existing on-street parking, the Department should participate in off-street replacement parking.
- 3) Conduct an engineering study of N.E. Sandy Boulevard from N.E. 122nd to N.E. 181st.
- 4) Widening of N.E. Sandy Boulevard from N.E. 122nd to N.E. 141st from the current two-lane roadway to four lanes with adequate roadway drainage, curbs and sidewalks. Placement of a traffic signal at N.E. 131st Place and Sandy to allow access to Argay Terrace's 1,400-plus households.

(Continued on next page.)

- 5) Widening of N.E. Sandy Boulevard from N.E. 141st to 181st from two lanes to four lanes with proper roadway drainage, curbs and sidewalks.

Mr. Anderson asked the Commission for funding of the Phase 1 Project, the Parkrose Business Area, in the next Six-Year Highway Improvement Program.

Mr. Bothman said this project is in the development section of the Program and he has been working with them on a joint funding package.

There being no further business to consider, Chairman Hollern adjourned the formal meeting at 9:40 a.m.

At 9:45 a.m., the Transportation Commission held a workshop in the same room. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
William Anhorn, Deputy State Highway Engineer
Richard Fairbrother, Division Administrator, Federal Highway Administration
Fran Neavoll, Commission Services

There were other staff persons present.

Mr. Forbes said the purpose of the workshop was to discuss the Highway Plan. He said this document will set a vision and is to be used as a guide document.

Tim Thex, Planning Analysis Engineer, handed the Commission a written document covering his presentation which is summarized as follows. (Copy of document in Commission's files, Salem.)

Mr. Thex said the Highway Plan has a level of importance concept in which the State Highway System has been divided into interstate, statewide (Access Oregon Highways and US101), regional, and district. This will allow for different standards and policies.

Mr. Thex outlined the policies under consideration as:

- Access Oregon Highways Policy
- Access Management Policy
- Land Use Policy (being developed as State Agency Coordination Agreement and will be adopted by administrative rule)
- Load Limits Policy
- Scenic Highway Policy
- Research Policy

Chairman Hollern inquired about a signing policy. There was considerable discussion concerning signing, landscaping, visual resource management, and vegetation management. The staff agreed to study a visual resource policy, including signing and landscaping.

There was considerable discussion about research projects and Chairman Hollern expressed concern about this program.

Mr. Thex said presentations have been made to local governments and they are in general agreement with the facility needs and proposed policies. They were also concerned about staffing to implement the Access Management Policy. They felt that the Plan should have a formal public and local review period and that public hearings should be held if the Plan is to become part of the State Agency Coordination Agreement.

Mr. Thex asked the Commission if they felt the document should be kept as an internal document or if there should be a review period with public meetings. If the Commission agreed to a public review, he presented a proposed schedule. He said the Commission could approve the Draft in July for public distribution and review, staff could hold meetings in August and September, and the Commission could adopt in October.

Mr. Forbes said he would like the Commission's confirmation on whether this document is only a business plan (which may have some policy implications and the policies could follow) or if it should be a Transportation Commission Policy Document.

Chairman Hollern felt it could be beneficial to obtain public review.

Mr. Thex reviewed tabulations of the revenue projections for the Highway Plan, 1991-2010 Revenue Estimates for the Highway Plan, and Other Needs Category Detail.

As requested by the Commission at the March 20, 1990, meeting, four targets were presented for the Highway Plan strategies with 1) existing revenue (preservation emphasis); 2) existing revenue (modernization emphasis); 3) desired program; and 4) optimum program. Mr. Thex discussed each target as follows:

(Continued on next page.)

HIGHWAY PLAN STRATEGIES **TARGET #1A - Pres' Emphasis** (SMillions) * Preservation

	Modernization	Preservation	Maintenance	Operations	Bridge	Other	Non-Mod Total	TOTAL
Needs (1990 \$)	4,518	2,340	2,510	338	1,235	1,430	7,853	12,371
Target #1A								
Base Total	703	2,340	2,212	39	430	1,430	6,451	7,154
Infl. Tot. (5%)	797	4,038	3,657	65	711	1,684	10,155	10,972

What Does This Strategy Buy?

Modernization	Operations
Interstate 11%	Continue at current level
AOH 21%	
US-101 6%	Bridge
Regional 20%	Replace Timber Bridges
District 9%	Repl/Rehab Struct. Defic. Bridges
	'Critical Need' Earthquake Retrofit
Preservation	Coastal Bridge Program
90% FOB by 2010	Steel Painting
Maintenance	
Continue at current level	

HIGHWAY PLAN STRATEGIES **TARGET #1B - Mod' Emphasis** (SMillions) * Modernization

	Modernization	Preservation	Maintenance	Operations	Bridge	Other	Non-Mod Total	TOTAL
Needs (1990 \$)	4,518	2,340	2,510	338	1,235	1,430	7,853	12,371
Target #1B								
Base Total	979	1,778	2,212	39	430	1,430	5,889	6,868
Infl. Tot. (5%)	1,312	2,983	3,657	65	711	1,684	9,100	10,412

What Does This Strategy Buy?

Modernization	Operations
Interstate 21%	Continue at current level
AOH 27%	
US-101 16%	Bridge
Regional 20%	Replace Timber Bridges
District 9%	Repl/Rehab Struct. Defic. Bridges
	'Critical Need' Earthquake Retrofit
Preservation	Coastal Bridge Program
90% FOB by 2020 (84% by 2010)	Steel Painting
Maintenance	
Continue at current level	

HIGHWAY PLAN STRATEGIES **TARGET #2 - 'Desired' Program** (\$Millions)

	Modernization	Preservation	Maintenance	Operations	Bridge	Other	Non-Mod Total	TOTAL
Needs (1990 \$)	4,518	2,340	2,510	338	1,235	1,430	7,853	12,371
Target #2								
Base Total	3,057	1,678	2,510	166	560	1,430	6,344	9,401
Infl. Tot. (5%)	5,215	2,707	4,150	273	926	1,684	9,740	14,955

What Does This Strategy Buy?

Modernization (1989 Goals)	Operations
Interstate 69%	Increase Rockfall to 15%
AOH 91%	Increase Guardrail to 30%
US-101 54%	Increase Channelization to 50%
Regional 40%	Increase Signals & Misc. to 70%
District 23%	Bridge
Preservation	All programs in 1A and 1B
90% FOB by 2020 (84% by 2010)	Balance of Earthquake Retrofit
Maintenance	High Priority Bridge Decks
Increase to augment lower Pres. level	High Priority Bridge Rails

HIGHWAY PLAN STRATEGIES **TARGET #3 - 'Optimum' Program** (\$Millions)

	Modernization	Preservation	Maintenance	Operations	Bridge	Other	Non-Mod Total	TOTAL
Needs (1990 \$)	4,518	2,340	2,510	338	1,235	1,430	7,853	12,371
Target #3								
Base Total	4,518	1,614	2,510	197	620	1,430	6,371	10,889
Infl. Tot. (5%)	7,891	2,676	4,150	326	1,025	1,684	9,861	17,752

What Does This Strategy Buy?

Modernization (Full Program)	Operations
Interstate 100%	Increase Guardrail to 60%
AOH 100%	Increase Channelization to 82%
US-101 100%	Increase New Signals to 80%
Regional 100%	Increase Misc. to 85%
District 100%	Bridge
Preservation	All programs in Target #2
90% FOB by 2020 (84% by 2010)	Balance of Bridge Decks
Maintenance	Balance of Bridge Rails
Increase to augment lower Pres. level	

The Commission discussed the tradeoffs of whether or not to proceed with a 20-year or 30-year program to meet the Division's preservation standard of 90 percent fair or better pavements. Mr. Anhorn said the staff would study the two alternatives and bring back an economic analysis to see which program would do the most for Oregon.

The Commission agreed to proceed with Target 2 - Desired Program. The Commission felt that Target 3 - Optimum Program was not realistic. It was the consensus of the Commission to prepare the Highway Plan as a policy document and for the staff to obtain public input as per Mr. Thex's schedule.

Chairman Hollern adjourned the workshop at 11:15 a.m., and he announced there would be an Executive Session in the Director's Office pursuant to ORS 192.660 (1a and f).

At 11:20 a.m., the Transportation Commission met in the Director's office (Room 135) of the Transportation Building, Salem, for an Executive Session. (Notice of the Executive Session had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Fran Neavoll, Commission Services

Also present for a portion of the meeting were:

Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and
Communications
Donald E. Forbes, State Highway Engineer

The Executive Session was held pursuant to ORS 192.660 (1a and f).

The Executive Session concluded at 12 noon.

At noon, the Transportation Commission held a luncheon and an awards ceremony for transportation safety at the Black Angus Restaurant, 220 Commercial Street, S.E., Salem. (Notice of the luncheon had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
John Elliott, Assistant Director for Strategic Planning and Communications
David Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
William Anhorn, Deputy State Highway Engineer
Fran Neavoll, Commission Services

There were other staff persons present. Also attending were approximately 76 persons from other State agencies, Judson Middle School, associations, industries, and organizations involved or interested in transportation safety.

The Judson Jazz Band Ensemble provided the music before and during lunch.

Larry Christianson opened the luncheon by saying Governor Goldschmidt had proclaimed Oregon Transportation Safety Week as May 12-18, 1990.

Chairman Hollern gave the welcoming speech and spoke briefly concerning transportation safety. He said Oregon is in the lower one-third of the nation with regard to fatalities per 100 million vehicle miles traveled. He commented that as a coalition effort the State can work toward reducing deaths with gains in the areas of DUII and safety belts. He said together Oregon can move out of the lower one-third in safety ranking in the nation into the top one-third.

Chairman Hollern said last year the Department announced the formation of a Transportation Safety Award Program. Earlier this year nomination booklets were sent to hundreds of transportation safety advocates around the State. Those with an interest in transportation safety were asked to make nominations for these awards from among their peers and associates.

Chairman Hollern then presented those awards for transportation safety to the following:

Jerry Cnossen, Moro
Portland City Commissioner
Earl Blumenauer
(Accepted by Ted Leybold)
Dr. John Tongue, Tualatin
BP Oil/Portland Trailblazers,
Portland
Donna Fischer, Oregon City
Lt. R. Wayne Smith, Oregon City
Tiana Tozer, Eugene (absent)

Hero Category
Local Government Category

Medical Category
Corporate Program Category

Community Programs Category
Law Enforcement Category
Youth Category

Donna Fischer spoke regarding the Mandatory Seat Belt Use Law Initiative. She had placed on each table a petition and urged everyone to sign it. She said it is hopeful to get that initiative on the ballot in November.

Dave White, Safety Manager, presented the Lifesaver Awards to the following employees:

John Templin - Grants Pass
Jerry Cnossen - Moro
Lourdes Susi - Sylvan
Bill Chaput - Salem

Lisa Bolliger explained an essay contest sponsored by the Association of Engineering Employees and AASHTO. Jesse Dressler, AEE, presented the award to Kendra Wyse, Thurston High School in Springfield.

Dave Davis announced the results of a contest sponsored by the Motor Vehicles Division. He said this began in 1989 at Judson Middle School. He showed the Oregon Safety Belt Calendar which displays the posters selected from nearly 100 entries submitted by 8th grade students. He said a panel of judges selected the winning entries based on imagination, creativity and the use of the safety belt theme. He recognized the following students:

Tom Reddekopp
Daniel Steckler
Jordan Henderson
Steve Munson
Yasuyuki Fukuto
Adam Webster

Larry Nixon
Chinh Nguyen
Bri Lynch
Scott Voll
Derick Wyatt
Eric Schwindt
Tobi Sundermier

The luncheon concluded at 1:05 p.m.

At 1:30 p.m., the Oregon Transportation Commission held a workshop in Room 122 of the Transportation Building in Salem to discuss the 1991-93 budget. (Notice of the workshop had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Paul Meyerhoff, Administrator of Aeronautics Division
David P. Moomaw, Administrator of Motor Vehicles Division
Dennis Moore, Administrator of Public Transit Division
Donald E. Forbes, State Highway Engineer
Fran Neavoll, Commission Services

There were other staff persons present.

Virlena Crosley said the Divisions will give the Commission an overview of their 1991-93 budget request. She mentioned at the June meeting the Commission's approval will be necessary. (See written 1991-1993 rough-cut budget report in Commission's files, Salem.)

Mr. Meyerhoff recalled that at the last meeting the Commission had requested the Aviation Advisory Committee's concurrence on the seven legislative proposals. He advised the Commission that concurrence was received on four concepts; however, the concepts relating to budget increases were not approved and they requested an oral presentation. He said several decision packages will be presented with the understanding that they have not been approved by the Aviation Advisory Committee.

Mr. Meyerhoff outlined the following essential factors of his budget:

ESSENTIAL FACTORS

1. Maximize matching funds from federal and municipal sources.
2. Account for and collect actual operating costs in programs.
3. Increase financial aid to municipalities (FAM) program to improve divisions participation in local airport funding.
4. Establish airport improvement grant program to assist community airports in areas where federal funding is not available.
5. Establish aviation marketing plan to include general/business aviation marketing targeted to increase use of Oregon airports and the communities they serve.
6. Develop and implement community air service economic development strategy as part of the aviation marketing plan.
7. Complete statewide aviation facilities plan.
8. Improve existing state facilities which offer significant economic potential.

Mr. Meyerhoff discussed the following Aeronautics' Division proposed budget request:

BUDGET REQUEST
SUMMARY

	1989-91		1991-93		Percentage Change	
	Dollars	FTE	Dollars	FTE	Dollars	FTE
Base Budget						
(excludes air search and rescue)						
Operations-Other Funds	2,008,375	14.34	2,060,931	17.34	2.6%	20.9%
-Federal Funds	547,980		661,260		20.7%	
FAM-Other Funds	50,000		50,000		0.0%	
Capital Improvements-Other Funds	56,000		50,000		-10.7%	
Capital Construction-Other Funds	99,010		155,000		56.5%	
-Federal Funds	891,000		1,395,000		56.6%	
Total Other Funds	2,213,885		2,315,931		4.6%	
Total Federal Funds	1,438,980		2,056,260		42.9%	
Total Base	3,652,865	14.34	4,372,191	17.34	19.7%	20.9%
Decision Packages (#)						
#1 -- Airport Maintenance and Capital Construction-Other Funds			109,932			
-Federal Funds			720,000			
#2 -- Airport Maintenance-Other Funds			81,650			
#3 -- Fin. Aid to Munis.-Other Funds			935,580			
Decision Package Total-Other Funds			1,127,162			
Decision Package Total-Federal Funds			720,000			
Total Decision Packages			1,847,162			
Search and Rescue						
Search & Rescue Base-Other Funds	67,287	0.66	70,636	0.66	5.0%	0.0%
Decision Package (#)			48,894			
#4 -- Equipment-Other Funds						
Total Search & Rescue-Other Funds	67,287	0.66	119,530	0.66	77.6%	0.0%
TOTAL REQUEST-Other Funds	2,281,172	15.00	3,562,623	18.00	56.2%	20.0%
-Federal Funds	1,438,980		2,776,260		92.9%	
	3,720,152	15.00	6,338,883	18.00	70.4%	20.0%

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Mr. Meyerhoff mentioned in the base budget the proposed capital improvements projects are in the Lebanon, Cascade Locks, Independence, Chiloquin, and Bandon Airports.

Mr. Meyerhoff outlined the following proposed decision packages:

- 1) Increased revenues of \$69,932 from aircraft registration will provide for \$29,932 for increased maintenance on State-owned airports, and \$40,000 for capital construction projects on State-owned airports. The \$40,000 State money for capital construction will be matched with \$40,000 local match and \$720,000 in Federal Funds. Proposed capital projects include airports at Aurora and Cottage Grove.
- 2) Increased revenues of \$81,650 from aviation fuel tax will provide for increased maintenance on State-owned airports.
- 3) Increased revenues of \$935,580 from jet fuel tax provides for financial aid to municipalities grants, local airport development grants, and general/business aviation marketing.
- 4) Increased revenues of \$48,894 from pilot registration to provide essential air search and rescue weather equipment, improved communications system to improve response with the local sheriff departments, and to pay for reimbursement at cost for utilization of volunteer search aircraft.

Mr. Moore began his budget presentation by outlining the mission and goals of the Public Transit Division as follows:

AGENCY MISSION:

Assist in meeting Oregon's public transportation needs.

AGENCY GOALS:

Advise, advocate and assist in the development and formulation of public transit policy and legislation.

Provide training and management assistance to local transit providers.

Provide financial assistance to local transit providers.

Assist in meeting the special needs of the transportation disadvantaged population.

Facilitate public and private ridesharing and energy conservation measures.

Participate in developing transportation solutions in the Portland metropolitan area.

Mr. Moore discussed the Division's current programs and staffing. He mentioned that the budget figures do not include the approximately \$11 million a year of Special Transportation Funds. He discussed the following budget request:

PUBLIC TRANSIT DIVISION
Proposed 1991-93 Budget (000's)

<u>Division Operations</u>	<u>Public Transp. Assist.</u>	<u>Special. Transp. Assist.</u>	<u>Rideshare Assist.</u>	<u>Total All Units</u>
<div>1989-91 Base</div> <div>\$ 594 FTE 4.5</div>	<div>1989-91 Base</div> <div>\$ 3,328 FTE 3.75</div>	<div>1989-91 Base</div> <div>\$ 1,367 FTE 4.75</div>	<div>1989-91 Base</div> <div>\$ 109 FTE 1.0</div>	<div>1989-91 Base</div> <div>\$ 5,398 FTE 14.0</div>
<div>1991-93 Base</div> <div>\$ 735 FTE 5.0</div>	<div>1991-93 Base</div> <div>\$ 3,471 FTE 3.5</div>	<div>1991-93 Base</div> <div>\$ 1,466 FTE 4.5</div>	<div>1991-93 Base</div> <div>\$ 104 FTE 1.0</div>	<div>1991-93 Base</div> <div>\$ 5,776 FTE 14.0</div>
-----Decision Packages-----				
<div>Internship Program</div> <div>\$ 38 FTE 0.5</div>	<div>Project Development</div> <div>\$ 364 FTE 3.0</div> <div>Capital Assistance</div> <div>\$16,500 FTE 0.0</div> <div>Amtrak Extension</div> <div>\$ 448 FTE 0.5</div>			<div>Total Decision Pkgs.</div> <div>\$17,350 FTE 4.0</div>
-----1991-93 Total Request-----				
<div>\$ 773 FTE 5.5</div>	<div>\$20,783 FTE 7.0</div>	<div>\$ 1,466 FTE 4.5</div>	<div>\$ 104 FTE 1.0</div>	<div>\$23,126 FTE 18.0</div>

Mr. Moore discussed the proposed decision packages as follows:

Internship Program: Proposes to utilize students with various educational backgrounds to provide information to public and specialized transportation providers.

Project Development: Proposing three positions to be assigned to the Light Rail Project, principally in Portland.

Capital Requirements for Urban and Non-Urban Areas: Funding for this program would be made available through a legislative proposal to utilize three cents to the existing cigarette tax. The funds would be deposited in the Transit Acquisition and Construction Fund.

Amtrak Extension to Eugene: Amtrak has asked if the State is interested in entering into a cost-sharing agreement to reinstate service between Portland and Eugene.

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There was considerable discussion concerning the Amtrak Extension Decision Package. Chairman Hollern said the Department should be an advocate for the program and then it is up to the Legislature to make the determination. The Commission appeared to be unanimous in presenting this decision package.

Mr. Bothman was concerned about the proposed Light Rail Office in Portland. Mr. Moore said this office would provide a measure of cost control for using the State's funding and he felt that there is a need for a transit planner and transit engineer in the Portland area. There was considerable discussion whether this could be handled by a consultant, an expert in policy matters, or a combination of the two. Mr. Moore will further refine this decision package and bring it back to the Commission in June.

Ms. Gregory discussed the budget request for the Central Services Division as follows:

ODOT CENTRAL SERVICES DIVISION
1991-93 BUDGET REQUEST SUMMARY

	1989-91		1991-93		PERCENT CHANGE	
	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE
ADMINISTRATION AND SUPPORT SERVICES DECISION UNIT						
BASE BUDGET	40,729,276	234.68	39,287,915	237.00	(3.54%)	0.99%
BASE BUDGET EXCEPTIONS:						
Convert Limited Duration			56,732	1.00		
E-Board Phase-In			56,844			
Expenses Exceeding 9.5%			450,848			
TOTAL BASE BUDGET	40,729,276	234.68	39,852,339	238.00	(2.15%)	1.41%
DECISION PACKAGES:						
1. Personnel Services: Improved Regional Service			369,984	4.00		
2. Mail Room Productivity Enhancement			70,000	0.00		
3. Internal Service Fund Customer Service Package			5,173,789	1.00		
4. Employee Development Package			495,712	1.00		
5. Day Care			230,227	0.00		
6. Emerging Small Business Program			250,710	2.00		
7. Rail Marketing Program			200,000	0.00		
8. Position Transfers			(98,962)	(2.00)		
TOTAL DECISION UNIT	40,729,276	234.68	46,543,799	244.00	14.28%	3.97%
BOARD OF MARITIME PILOTS DECISION UNIT						
BASE BUDGET	100,560	0.50	108,128	0.50	7.53%	0.00%
TOTAL REQUEST	40,829,836	235.18	46,651,927	244.50	14.26%	3.96%

Ms. Gregory outlined the proposed decision packages as follows:

- 1) **Personnel Services:** This would provide a local personnel officer in Regions 2, 3, 4, and 5 to meet growing demand for personnel services.
- 2) **Mail Room Productivity Enhancement:** This would replace the current four-stage mail inserter with an eight-stage inserter.
- 3) **Internal Service Fund Customer Service Package** would provide:

- a) Enhance the Linotronic printing system and improve black and white reproduction capabilities to include color.

Vice Chairman Whitty asked for a report on the quantity of the requests for colored maps and how much is contracted out.

Chairman Hollern asked where the savings would appear in the budget if this equipment was purchased.

- b) One full-time position to the Graphics Unit. (Included as base budget exception.)
 - c) Provide Information Systems funding to acquire software and hardware for lease to the Divisions and other State agencies.
 - d) Information Resource Management concepts and Computer Aided Software Engineering technology. One additional full-time position.
- 4) **Employee Development Package** as follows:
 - a) Working Effectiveness and Process Control training necessary to support and implement the performance measurement component of the gain share process. Request for one full-time employee.
 - b) Enhance Career Development Program and initiate a Workers' Compensation Rotational Assignment Program.
 - c) Funding for the Wellness Program.
 - 5) Continues the efforts to provide day care to ODOT and PUC employees.

(Continued on next page.)

- 6) Emerging Small Business Program: Provides funding for continuation of the ESB Program.
- 7) Rail Marketing Program: This package would provide Lottery Funds for consulting services to create a Rail Marketing Program.
- 8) Position Transfers: Transfers budget authority for support activities to the Highway Division where the activities are performed.

Chairman Hollern asked for a cost analysis concerning the investments and the reasons for purchasing as opposed to not purchasing.

Chairman Hollern recessed the workshop at 3:35 p.m. and reconvened at 3:45 p.m.

Mr. Forbes began his budget proposal by presenting his premise and assumptions as follows:

BUDGET PREMISE

Increase direct services as a percentage of total revenue, i.e. focus maximum resources on the road.

BUDGET ASSUMPTIONS

Maintain current staffing level.
 No increase in administrative costs.
 Maintain project development costs below 9% of construction costs.
 Continue funding state surface preservation program at current level: \$38,500,000.
 Expend construction dollars at the rate of revenue generation.
 Continue progress towards a minimum cash balance.
 Increase private sector expenditures to \$676,100,000. (With proposed gas tax increase - \$721,100,000.)
 Maintain maintenance at current level.
 Ensure a geographical distribution of construction projects.
 Continue development of a comprehensive MIS system.
 Upgrade fleet and modernize facilities.

Mr. Forbes outlined the following proposed decision packages:

DECISION PACKAGE SUMMARY

	<u>1991-93</u>	<u>FTE</u>
Weighmasters Operations	500,000	0.0
Maintenance Management System	1,000,000	0.0
Fleet Replacement	2,000,000	0.0
Bridge Seismic	2,400,000	0.0
Building Central Air	3,000,000	0.0
Passenger Elevator Upgrade	60,000	0.0
Reimbursable Expenditures	3,716,000	0.0
Maintenance Site Construction	3,000,000	0.0
Proposed Gas Tax Increase-Construction	<u>53,000,000</u>	<u>74.0</u>
TOTALS	68,676,000	74.0

Chairman Hollern specifically asked for more information on the following decision packages:

Air conditioning the Transportation Building
 Passenger elevator in the Transportation Building
 Fleet replacement
 Maintenance Site Construction

Mr. Forbes outlined his reduction option for 1991-93 as attempting to maintain direct services by eliminating discretionary purchases as follows:

Year One: Capital Outlay, Capital Construction, and Automation Purchases.

Year Two: Reduce consultant design contracts, reduce a portion of contract maintenance, and reduce construction contract payments.

Mr. Forbes then presented his budget proposal as follows:

RESOURCES	1989-91	1991-93	1991-93
BEGINNING BALANCE	101,070,000	73,373,000	
STATE REVENUE	606,976,000	674,770,000	
PROPOSED GAS TAX INCREASE		53,000,000	
FEDERAL REVENUE	326,469,000	329,000,000	
INTERNAL REIMBURSEMENTS	115,100,000	119,681,000	
TOTAL RESOURCES	1,149,615,000		1,249,824,000
REQUIREMENTS	1989-91	1991-93	1991-93
MAINTENANCE: MAINTENANCE BASE	222,400,000	238,754,000	
PERMITS & WEIGHMASTERS BASE	11,200,000	11,800,000	
ODOT BUILDING BASE	1,400,000	1,646,000	
WEIGHMASTERS OPERATIONS PACKAGE		500,000	
MMS PACKAGE		1,000,000	
FLEET REPLACEMENT PACKAGE		2,000,000	
BRIDGE SEISMIC PACKAGE		2,400,000	
CENTRAL AIR PACKAGE		3,000,000	
PASSENGER ELEVATOR UPGRADE		60,000	
TOTAL MAINTENANCE WITH PACKAGES	235,000,000		261,160,000
CONSTRUCTION: ADMINISTRATION	34,100,000	33,000,000	
RIGHT OF WAY	26,000,000	34,000,000	
PRELIMINARY ENGINEERING	61,600,000	54,000,000	
CONSTRUCTION ENGINEERING	42,100,000	43,000,000	
CONTRACTS	500,000,000	534,612,000	
PROPOSED GAS TAX INCREASE		53,000,000	
TOTAL CONSTRUCTION	663,800,000		751,612,000
ADMINISTRATION ALL WITHIN BASE	17,600,000		16,200,000
REIMBURSABLE EXPENDITURES BASE		9,266,000	
REIMBURSABLE EXPENDITURES PACKAGE		3,716,000	
TOTAL REIMBURSABLE EXPENDITURES	8,500,000		12,982,000
DEBT SERVICE	31,700,000		28,285,000
MATERIALS TESTING & MAINTENANCE SERVICE	115,100,000		119,681,000
CAPITAL CONSTRUCTION PROJECTS:			
MAINTENANCE SITES	3,200,000	3,000,000	
LAWNFIELD	100,000	5,000,000	
OTHER PROJECT COMPLETIONS	1,242,000		
TOTAL CAPITAL CONSTRUCTION	4,542,000		8,000,000
ENDING BALANCE:			
MINIMUM CASH BALANCE		25,000,000	
SALARY INCREASE RESERVE (4%)		10,004,000	
DEDICATED FUNDS		16,900,000	
TOTAL ENDING BALANCE	73,373,000		51,904,000
TOTAL REQUIREMENTS	1,149,615,000		1,249,824,000

Chairman Hollern asked if the Commission could receive the budget for each Division shown as beginning balance, revenues, expenditures, and ending balance. His said this budget format would be helpful in order to view the overall picture of the Department.

Mr. Forbes presented a chart that showed in the 1989-91 biennium period 81.33% of the dollars are going back on the road. The estimate for the 1991-93 biennium is 82.44%. (Copy of chart in Commission's files, Salem.)

Chairman Hollern said he would like information on which maintenance station is being proposed for replacement. Vice Chairman Whitty asked that the additional budget information be mailed in the packet one week prior to the June meeting. Commissioner Bolender commented he would like an explanation of the ODOT building maintenance budget relationship between Central Services and the Highway Division.

Mr. Moomaw outlined the major elements of the Motor Vehicles Division as follows:

1. Continue 1989-91 Customer Service Levels
2. Add Support Staff in Critical Areas
3. Increase Employee Development/Training
4. Upgrade and/or Replace Facilities
5. Replace Major Data Processing Systems
6. Increase Revenue/Fees to Cover the Cost of Service
7. Funding Strategy for Replacing Major Data Processing Systems

Mr. Moomaw mentioned that their workload is driven by population growth and the impact of legislation.

Mr. Moomaw then reviewed the proposed budget request as follows:

Total Budget Request Summary 1991-93						
	LEGISLATIVE APPROVED BUDGET 1989-91		PROPOSED BUDGET REQUEST 1991-93		PERCENTAGE CHANGE	
	DOLLARS	FTE	DOLLARS	FTE	DOLLARS	FTE
ADMINISTRATION DECISION UNIT						
BASE BUDGET	29,207,338	162.21	30,829,146	167	6%	3%
BASE BUDGET EXCEPTIONS			983,733	1		
DECISION PACKAGES			207,194	2		
DECISION UNIT TOTAL	29,207,338	162.21	32,020,073	170	10%	5%
LICENSING DECISION UNIT						
BASE BUDGET-Other Funds	56,576,935	755.02	61,351,843	768.27	8%	2%
-Federal Funds	613,323		300,000			
BASE BUDGET EXCEPTIONS			4,519,190	60.17		
DECISION PACKAGES			1,683,577	7		
DECISION UNIT TOTAL-Other Funds	56,576,935	755.02	67,554,610	835.44	19%	11%
-Federal Funds	613,323		300,000		(51%)	
TOTAL - Other Funds	85,784,273	917.23	99,574,683	1005.44		
- Federal Funds	613,323		300,000			
	86,397,596	917.23	99,874,683	1005.44	16%	10%

May 15, 1990

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Mr. Moomaw outlined the proposed decision packages as follows:

- 1) Personnel Office Lead Worker to handle a substantial increase in personnel actions.
- 2) Research Analyst 2: This position is needed to accomplish the research for the Customer Satisfaction, Consumer Protection and Traffic Safety Programs.
- 3) Hearings Branch capital outlay replacement.
- 4) One full-time Systems Development position to allow the Field Services Branch to effectively develop, maintain, and manage its computer and communications network supporting 71 Field Offices.
- 5) Facilities:
 - a) Relocate nine Field Offices.
 - b) Open four new offices: Three in Portland and one in Medford
 - c) One full-time Facilities Coordinator position
- 6) Three full-time employees for training.
- 7) Two full-time employees to re-examine driver qualifications.
- 8) Reclassify 13 positions.

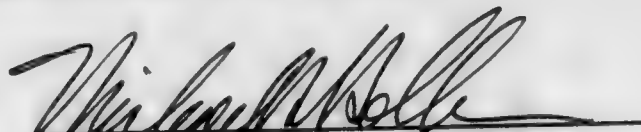
Mr. Moomaw said he is proposing the reduction of postage costs by eliminating the requirement for certain suspensions, revocations, and cancellations of driving privileges to be sent restricted delivery, return receipt requested and to add a second notification sent by first-class mail.

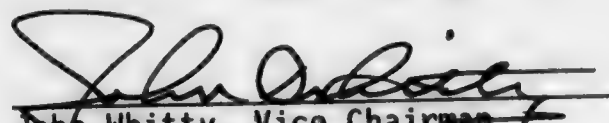
Doug Manthe discussed the funding strategy, funding sources, proposed fee increases, and System Replacement Highway Fund Loan Schedule. Chairman Hollern suggested adding an interest rate into the fee increases.

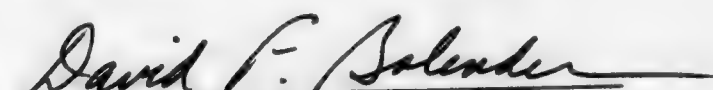
There was discussion concerning increased fees. Chairman Hollern felt that combining the gas tax increase and the motor vehicle fees was a good strategy.

Ms. Crosley recalled that she had advised the Commission previously that temporary employees were being converted to limited duration positions this biennium. She handed the Commission a chart showing the potential cost increase of approximately \$1.7 million for that conversion. He felt that the Legislature should be made aware of this cost.

Chairman Hollern adjourned the workshop at 5:05 p.m.



Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Roger L. Breezley, Commissioner

May 15, 1990

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POSTPONED UNTIL MARCH 29, 1990

No. 2 Project: *Vale Rock Production Project* Contract No. 10,878

Type of Work: *Rock Production* F. A. No.: State

County: *Malheur* Highway: *John Day*

No. of Bidders: 2 Low Bidder: *Bryan C. Rambo Crushing Co., Nampa, ID 83687*

Low Bid: \$ 99,900.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Nelson-Deppe, Inc., Nampa, ID 83653 \$138,000.00
3rd Bidder: None

No. 3	Project:	Lakeview Rock Production Project	Contract No. 10,879
Type of Work:	Rock Production	F. A. No.:	State
County:	Lake	Highway:	Klamath Falls-Lakeview
No. of Bidders: 3	Low Bidder: Kincheloe & Sons, Inc., Myrtle Point, OR 97458		
Low Bid: \$ 128,900.00			

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder:	Sheer's Construction, Lakeview, OR 97630	\$	154,000.00
3rd Bidder:	Harney Rock and Paving Co., Hines, OR 97738	\$	194,520.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 3/20/90

EXHIBIT A
MINUTES OF 5/15/90

No. 4 Project: Necanicum River-I Street (Nehalem) Section Contract No. 10,880
Type of Work: Paving F. A. No.: State
County: Clatsop & Tillamook Highway: Oregon Coast
No. of Bidders: 2 Low Bidder: Bayview Transit Mix., Inc., Seaside, OR 97138
Low Bid: \$ 164,829.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Palmberg Paving Co., Inc., Seaside, OR 97138 \$ 207,632.00
3rd Bidder: None

No. 5 Project: Rattlesnake Creek-Wheeler Road Section Contract No. 10,881
Type of Work: Grading & Paving F. A. No.: State
County: Lane Highway: Willamette
No. of Bidders: 2 Low Bidder: Wildish Corvallis Construction Co., Eugene, OR 97401
Low Bid: \$ 226,639.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Eugene Sand & Gravel, Inc., Eugene, OR 97440 \$ 230,642.00
3rd Bidder: None

No. 6 Project: Murray Boulevard-Jefferson/Columbia Section Contract No. 10,882
Type of Work: Ramp Control Signal Installation F. A. No.: IX-27-2(37)
County: Multnomah & Washington Highway: Sunset
M & J Electric, Inc., dba
No. of Bidders: 6 Low Bidder: Marine and Industrial Electric, Portland, OR 97208
Low Bid: \$ 281,017.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Linneo Electric Co., Albany, OR 97321 \$ 293,620.00
3rd Bidder: Benton Electric, Inc., Albany, OR 97321 \$ 304,503.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 3/20/90

EXHIBIT A
MINUTES OF 5/15/90

No. 7 Project: *Corvallis E. C. L.-N. W. Rondo Street Section* Contract No. 10,883

Type of Work: *Overlay* F. A. No.: *State*

County: *Benton* Highway: *Albany-Corvallis*

No. of Bidders: 2 Low Bidder: *Morse Bros., Inc., Lebanon, OR 97355*

Low Bid: \$ 444,167.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: *Wildish Corvallis Construction Co. Eugene 97401 \$ 461,090.00*
3rd Bidder: *None*

No. 8 Project: *Middle Bridge Road-Powder River Section*

Type of Work: *Overlay* F. A. No.: *State*

County: *Baker* Highway: *Baker-Copperfield*

No. of Bidders: 1 Low Bidder: *Blue Mountain Paving Co., Yakima, WA 98909*

Low Bid: \$ 594,920.00

Engineer's Recommendation: Pending

2nd Bidder: *None*
3rd Bidder: *None*

No. 9 Project: *Old Condor Bridge Road-Pacific City Road Section* Contract No. 10,885

Type of Work: *Paving* F. A. No.: *State*

County: *Tillamook* Highway: *Oregon Coast*

No. of Bidders: 4 Low Bidder: *Roy L. Houck Construction, Salem, OR 97305*

Low Bid: \$ 447,186.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: *Flintstone Crushing and Const. Co., Inc., Eugene, OR 97405* \$ 499,197.00
3rd Bidder: *Morse Bros., Inc., Lebanon, OR 97355* \$ 516,196.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 3/20/90

EXHIBIT A
MINUTES OF 5/15/90

No. 10 Project: Pacific Highway-Clackamas Highway Section Contract No. 10,866
Type of Work: Signing F. A. No.: IR-205-7(134)290
County: Clackamas & Washington Highway: East Portland Freeway
No. of Bidders: 4 Low Bidder: M-R Pierce Constructors, Inc. West Linn, OR 97068
Low Bid: \$ 459,850.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Coral Construction Co., Wilsonville, OR 97070 \$ 474,474.00
3rd Bidder: White Construction Co., Lake Oswego, OR 97035 \$ 492,492.00

No. 11 Project: Walnut Street (Hillsboro)-St. Paul E. C. L. Section Contract No. 10,887
Type of Work: Overlay F. A. No.: State
County: Washington & Marion Highway: Hillsboro-Silverton
No. of Bidders: 5 Low Bidder: Morse Bros., Inc., Lebanon, OR 97355
Low Bid: \$ 493,793.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Baker Rock Crushing Co., Beaverton, OR 97007 \$ 513,051.00
3rd Bidder: Lakeside Industries, Bellevue, WA 98009 \$ 560,533.00

No. 12 Project: Hot Lake-Union Section
Type of Work: Overlay F. A. No.: State
County: Union Highway: La Grande-Baker
No. of Bidders: 1 Low Bidder: Blue Mountain Paving Co., Yakima, WA 98909
Low Bid: \$ 719,387.50

Engineer's Recommendation: Pending

2nd Bidder: None
3rd Bidder: None

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN
Date 3/20/90

EXHIBIT A
MINUTES OF 5/15/90

No. 13 Project: *Idaho State Line-Jordan Valley Section* Contract No. 10,889
Type of Work: *Recycle, Overlay & Chip Seal* F. A. No.: *State*
County: *Malheur* Highway: *I. O. N.*
No. of Bidders: 6 Low Bidder: *Babler Bros., Inc., Portland, OR 97211*
Low Bid: \$ 1,146,091.50
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: <i>R. L. Coats, Bend, OR 97709</i>	\$ 1,230,652.00
3rd Bidder: <i>Oregon Asphaltic Paving, Portland, OR 97216</i>	\$ 1,315,126.50

On March 20, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 15, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 6 and 10 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 7 day of April, 1990



Michael Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

- 1) On March 22, 1990, approved Amendment No. 2 to a personal service contract with Brenner and Company for an additional \$30,000 for a new total not to exceed \$48,000. This supplement enables the contractor to provide a report describing inadequacies in the Highway Division's storeroom accounting and payment system. (Original contract approved by State Highway Engineer February 28, 1990, and Amendment No. 1 approved by Chairman March 19, 1990.)

Dated this 7 day of April, 1990


Michael P. Hollern, Chairman
Oregon Transportation Commission

March 30, 1990

See also Report of Action dated March 19, 1990, in April 17, 1990, Minutes. That amendment was never processed. Above paragraph should have stated "Amendment No. 1."

EXHIBIT A
MINUTES OF 5/15/90


TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Research contract with Oregon State University to perform a study to develop criteria and procedures for field control of asphalt paving mixtures. Highway Division personnel will conduct actual field testing. The contract with Oregon State University will be for approximately \$15,000. These funds will come from the Highway Planning and Research (HP & R) budget for fiscal years 1990-91. The study will also include approximately \$30,000 of additional HP & R funds for the Highway Division's portion. This will pay for testing equipment and salaries of Division employees. (Authorize State Highway Engineer to sign agreement.)

Dated this 7 day of April, 1990


Michael P. Hollern, Chairman
Oregon Transportation Commission

April 4, 1990

APPROVED

STATE HIGHWAY ENGINEER
DATE 4/4/90

EXHIBIT A
MINUTES OF 5/15/90

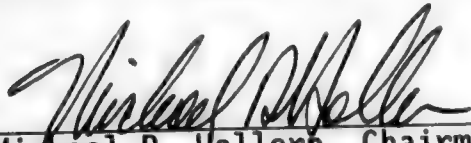
TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Supplemental agreement with the City of Portland regarding the East Marquam Bridge Interchange Project on the Pacific Highway providing an increase in the payment to the City from \$32,000 to \$43,200. This increase is necessary due to the additional preliminary engineering assistance needed by the City to accommodate design changes and fill permits required for the construction of the Greenway Esplanade. (Authorize State Highway Engineer to sign agreement.)

Dated this 22 day of April, 1990



Michael P. Hollern, Chairman
Oregon Transportation Commission

April 18, 1990

APPROVED

STATE HIGHWAY ENGINEER

Date

4/19/90

EXHIBIT B
MINUTES OF 5/15/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 8 Project: *Middle Bridge Road-Powder River Section*
Type of Work: *Overlay* F. A. No.: *State*
County: *Baker* Highway: *Baker-Copperfield*
No. of Bidders: 1 Low Bidder: *Blue Mountain Paving Co., Yakima, WA 98909*
Low Bid: \$ *594,920.00*
Engineer's Recommendation: *Reject the bid.*

2nd Bidder: *None*
3rd Bidder: *None*

PUBLIC INTEREST FINDING

On March 15, 1990 proposals were opened and read for the Middle Bridge Road-Powder River Section of the Baker-Copperfield Highway (ORE 86) in Baker County. One bid was received and the amount exceeded the budget for the construction of the project. It appears that a change in the specifications will likely increase competition. Based on the above, the public interest will best be served if the bid is rejected.

The project will be readvertised when the appropriate changes in the specifications for the project are made. Copies of this public interest finding are being provided to the bidder of record for this project.

On March 28, 1990, rejected the above bid.

Dated this 20 day of APRIL, 1990



John Whitty, Vice Chairman
Oregon Transportation Commission

EXHIBIT B
MINUTES OF 5/15/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 12 Project: *Hot Lake-Union Section*
Type of Work: *Overlay* F. A. No.: *State*
County: *Union* Highway: *La Grande-Baker*
No. of Bidders: 1 Low Bidder: *Blue Mountain Paving Co., Yakima, WA 98909*
Low Bid: \$ *719,387.50*
Engineer's Recommendation: *Reject the bid.*

2nd Bidder: *None*
3rd Bidder: *None*

PUBLIC INTEREST FINDING

On March 15, 1990 proposals were opened and read for the Hot Lake-Union Section of the La Grande-Baker Highway (ORE 203) in Union County. One bid was received and the amount exceeded the budget for the construction of the project. It appears that a change in the specifications will likely increase competition. Based on the above, the public interest will best be served by rejecting the bid.

The project will be readvertised when the appropriate changes in the specifications for the project are made. Copies of this public interest finding are being provided to the bidder of record for this project.

On March 28, 1990, rejected the above bid.

Dated this 20 day of APRIL, 1990


John Whitty, Vice Chairman
Oregon Transportation Commission

EXHIBIT B
MINUTES OF 5/15/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: Little Nestucca River (Weed) Bridge Section (Contract No. 10,890)

Type of Work: Maintenance Coating F.A. No.: State

County: Tillamook Highway: Little Nestucca Highway (OR 130)

No. of Bidders: 3 Low Bidder: S & K Painting, Inc., Oregon City, OR

Low Bid: \$152,000.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: A-1 Sandblasting & Steam Cleaning Co. \$250,000.00
Portland, OR *

3rd Bidder: Certified Coatings of California, Concord, CA \$294,999.00
* Contractor will not accept more than one project nor an aggregate total of contract in excess of \$420,000.00

No. 2 Project: O'Xing Crown Point Highway at M.P. 35.1 Section (Contract No. 10,891)

Type of Work: Maintenance Coating F.A. No.: State

County: Multnomah Highway: Columbia River Highway (I-84)

No. of Bidders: 3 Low Bidder: S & K Painting, Inc., Oregon City, OR

Low Bid: \$155,000.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Certified Coatings of California, Concord, CA \$235,652.00

3rd Bidder: A-1 Sandblasting & Steam Cleaning Co., \$420,000.00
Portland, OR *

* See Job #1

No. 3 Project: Clackamas-Boring Highway at SE 222nd Avenue Section (Contract No. 10,892)

Type of Work: Grading & Paving F.A. No.: MA-HES-91(5)

County: Clackamas Highway: Clackamas-Boring Highway (OR 212)

No. of Bidders: 6 Low Bidder: Fabricators, Incorporated, Salem, OR

Low Bid: \$218,376.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Oregon Asphaltic Paving Co., Inc., Portland, OR \$235,212.25

3rd Bidder: Lopez Paving, Inc., Salem, OR \$240,949.65

EXHIBIT B
MINUTES OF 5/15/90

No. 4 Project: *Harvard Avenue at Umpqua Street (Roseburg) Section (Contract No. 10,893)*

Type of Work: *Traffic Signal Installation* F. A. No.: *M-3040(7)*

County: *Douglas* Highway: *Harvard Avenue (City Street)*

No. of Bidders: 4 Low Bidder: *Albany Electric, Inc., Albany, OR*

Low Bid: *\$107,554.00*

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of FHWA and City of Roseburg and receipt of deposit by the City.*

2nd Bidder: <i>Marca Electric, Inc., Coquille, OR</i>	<i>\$116,353.00</i>
3rd Bidder: <i>Cherry City Electric, Inc. dba Hamilton Electric, Eugene, OR</i>	<i>\$124,866.50</i>

No. 5 Project: *Long Creek Rock Production Project*

Type of Work: *Rock Production* F. A. No.: *State*

County: *Grant* Highway: *Kimberly-Long Creek*

No. of Bidders: 1 Low Bidder: *R. J. Taggart Construction, Salem, OR*

Low Bid: *\$149,400.00*

Engineer's Recommendation: *Reject all bids and readvertise at a later date.*

2nd Bidder: <i>None</i>	<i>\$</i>
3rd Bidder: <i>None</i>	<i>\$</i>

PUBLIC INTEREST FINDING

On March 29, 1990, the proposal was opened and read for the Long Creek Rock Production Project on the Kimberly-Long Creek Highway in Grant County. One bid was received and the amount exceeded the budget for the construction of the project. It appears that a change in the specifications will likely increase competition. Based upon the above, the public's interest will best be served if the bid is rejected.

The project will be readvertised when the appropriate changes in the specifications for the project are made. Copies of this Public Interest Finding are being provided to the bidder of record for this project.

EXHIBIT B
MINUTES OF 5/15/90

No. 6 Project: *Albany ECL-Lebanon NCL Section*

Type of Work: *Paving* F.A. No.: *State*

County: *Linn* Highway: *Santiam Highway (US 20)*

No. of Bidders: *5* Low Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*

Low Bid: *\$114,290.00*

Engineer's Recommendation: *Reject all bids and readvertise at a later date*

2nd Bidder: *Oregon Asphaltic Paving Co., Inc., Portland, OR* *\$126,149.60*

3rd Bidder: *Central Oregon Pavers, Inc., Redmond, OR* *\$129,412.00*

PUBLIC INTEREST FINDING

On March 29, 1990, the proposals were opened and read for the Albany ECL-Lebanon NCL Section of the Santiam Highway (US20) in Linn County. The specification concerning the asphalt emulsions to be used in the chip seal on the project was faulty. It did not allow fair competition to all bidders. Based on the above, the public's interest will best be served if all bids are rejected. The project will be readvertised when the appropriate corrections to the project specifications are made. Copies of this Public Interest Finding are being provided to the bidders of record for this project.

EXHIBIT B
MINUTES OF 5/15/90

No. 7 Project: Meacham Rock Production Project (Contract No. 10,896)

Type of Work: Rock Production F. A. No.: State

County: Umatilla Highway: Old Oregon Trail Highway (I-84)

No. of Bidders: 4 Low Bidder: Eucon Corporation, dba Eucon Corporation of Idaho,
Camas, WA

Low Bid: \$127,500.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: R. J. Taggart Construction Co., Inc., Salem, OR	\$224,550.00
3rd Bidder: Seubert Excavators, Inc., Cottonwood, ID	\$226,200.00

No. 8 Project: Alsea Highway Recycle Section (Contract No. 10,897)

Type of Work: Cold In-Place Recycle, Asphalt Chip Seal F. A. No.: State

County: Benton Highway: Alsea Highway (OR 34)

No. of Bidders: 2 Low Bidder: J. C. Compton Contractor, Inc., McMinnville, OR

Low Bid: \$397,757.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Morse Bros., Inc., Lebanon, OR	\$451,988.00
3rd Bidder: None	\$

No. 9 Project: Sunnyside Road-Lawnfield Road (Unit 2) Section (Contract No. 10,898)

Type of Work: Grading, Paving, Structure & Signing F. A. No.: IR-205-7(136)302

County: Clackamas Highway: East Portland Freeway (I-205)

No. of Bidders: 9 Low Bidder: Babler Bros., Inc., Portland, OR

Low Bid: \$327,326.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: James W. Fowler Co., Dallas, OR	\$329,093.05
3rd Bidder: Ross Bros. Construction, Inc., Salem, OR	\$333,532.60

EXHIBIT B
MINUTES OF 5/15/90

No. 10 Project: Susan Creek-Wright Creek Road Section (Contract No. 10,899)

Type of Work: Paving

F. A. No.: State

County: Douglas

Highway: North Umpqua Highway (OR 138)

No. of Bidders: 1 Low Bidder: Roseburg Paving Co., Roseburg, OR

Low Bid: \$219,060.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: None

\$

3rd Bidder: None

\$

No. 11 Project: Pioneer Mountain - M.P. 25 Section (Contract No. 10,900)

Type of Work: Paving

F. A. No.: State

County: Lincoln

Highway: Corvallis-Newport Highway (US 20)

No. of Bidders: 2 Low Bidder: Road & Driveway Co., Newport, OR

Low Bid: \$266,151.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Morse Bros., Inc., Lebanon, OR

\$289,390.00

3rd Bidder: None

\$

No. 12 Project: Oak Grove Safety Rest Area Section (Contract No. 10,901)

Type of Work: Sewer-Water Improvement

F. A. No.: IR-5-4(115)206

County: Linn

Highway: Pacific Highway (I-5)

No. of Bidders: 4 Low Bidder: Kip Construction Co., Eugene, OR

Low Bid: \$257,392.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of FHWA.

2nd Bidder: Wildish Corvallis Construction Co., Eugene, OR

\$306,990.00

3rd Bidder: James W. Fowler Co., Dallas, OR

\$330,720.00

EXHIBIT B
MINUTES OF 5/15/90

No. 13 Project: Division Street-Powell Boulevard (Gresham) Section (Contract No. 10,902)

Type of Work: Grading, Paving, Illumination, Signals & Landscaping F. A. No.: IX-M-9879(2)

County: Multnomah Highway: North Main Street (City Street)

No. of Bidders: 2 Low Bidder: Dirt & Aggregate Interchange, Troutdale, OR

Low Bid: \$1,088,892.05

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the FHWA and the City of Gresham and receipt of deposit by the City.

2nd Bidder: Copenhagen Utilities & Construction, Inc.,
Clackamas, OR \$1,137,329.00
3rd Bidder: None \$

No. 14 Project: District 12 Oiling Project (Contract No. 10,903)

Type of Work: Leveling & Oil Mat F. A. No.: State

County: Umatilla Highway: Various Highways

No. of Bidders: 3 Low Bidder: Weaver Construction Co., LaGrande, OR

Low Bid: \$1,193,360.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: J. C. Compton Contractor, Inc., McMinnville, OR \$1,211,360.00
3rd Bidder: Superior Paving Co., Yakima, WA \$1,240,821.00

No. 15 Project: NW Front Avenue-NW Hoyt Street (Portland) Section (Contract No. 10,904)

Type of Work: Grading, Paving, Signing, Illumination, Signals & Landscaping F. A. No.: M-9983(1)

County: Multnomah Highway: NW 9th Avenue (City Street)

No. of Bidders: 4 Low Bidder: Bubier Bros., Inc., Portland, OR

Low Bid: \$1,130,351.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.

2nd Bidder: Dirt & Aggregate Interchange, Troutdale, OR \$1,196,443.60
3rd Bidder: W. G. Moe & Sons, Inc., Portland, OR \$1,218,775.00

EXHIBIT B
MINUTES OF 5/15/90

No. 16 Project: *Spangler Hill-Mulino Section* (Contract No. 10,905)

Type of Work: *Grading, Paving & Signing* F. A. No.: *State*

County: *Clackamas* Highway: *Cascade Highway South (OR 213)*

No. of Bidders: 6 Low Bidder: *Oregon Asphaltic Paving Co., Inc., Portland, OR*

Low Bid: \$3,785,619.50

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: <i>Wildish Standard Paving Co., Eugene, OR</i>	\$4,245,776.40
3rd Bidder: <i>Morse Bros., Inc., Lebanon, OR</i>	\$4,299,273.00

No. 17 Project: *Swift Interchange-Delta Park Interchange Section* (Contract No. 10,877)

Type of Work: *Grading, Paving, Structures, Signing, Illumination & Signals* F. A. No.: *I-IR-5-6(131)308*

County: *Multnomah* Highway: *Pacific Highway (I-5)*

No. of Bidders: 4 Low Bidder: *Kiewit-Marmolejo, Vancouver, WA*

Low Bid: \$22,658,241.00

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of the FHWA.*

2nd Bidder: <i>J. C. Compton Contractor, Inc., McMinnville, OR</i>	\$26,136,550.00
3rd Bidder: <i>Tri-State Construction, Inc., Bellevue, WA</i>	\$27,123,005.00

On April 11, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on March 29, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3, 4, 9, 13, 15 and 17 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification. I also rejected Jobs 5 and 6 in accordance with the Public Interest Finding.

Dated this 20 day of APRIL, 1990

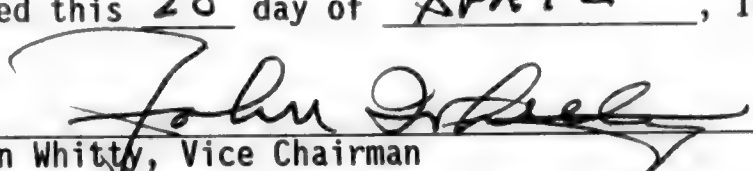

John Whitty, Vice Chairman
Oregon Transportation Commission

EXHIBIT C
MINUTES OF 5/15/90

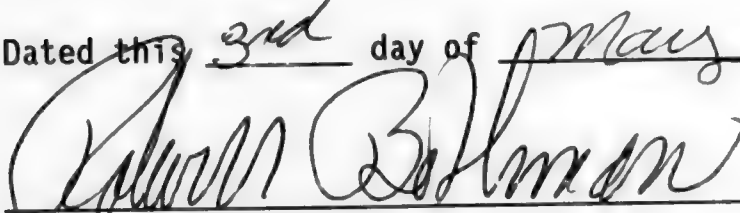
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On March 29, 1990, approved a Memorandum of Understanding with the Oregon Economic Development Department to fund the development and implementation of a Small Business Information and Referral Service hotline.

Dated this 3rd day of May, 1990.



Robert N. Bothman
Director of Transportation

April 25, 1990

EXHIBIT D
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On March 26, 1990, approved a personal service contract with Stylemetrics Systems, Inc., for a stylemetrics course to be held on June 18 and 19, 1990, at a cost not to exceed \$1,500.
- 2) On April 3, 1990, approved an interagency agreement with the Economic Development Department for development and implementation of a Small Business Information and Referral Service hotline at a cost not to exceed \$4,000.
- 3) On April 19, 1990, approved a personal service contract with Lynn Reer* to conduct a secretarial writing course on July 10 and 11, 1990, at a cost not to exceed \$1,300.
- 4) On April 20, 1990, approved an interagency agreement with Chemeketa Community College to conduct the following courses at a total cost not to exceed \$3,100:

*name changed to
Language Unlimited

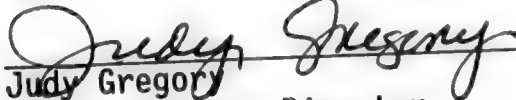
Preparing to be Interviewed
August 14, 1990

Conducting Effective Interviews
September 11, 1990

Presentation Skills
September 18 and 25, 1990

- 5) On April 20, 1990, approved an interagency agreement with Chemeketa Community College to conduct a Technical Report Writing course on June 26 and 27, 1990, at a cost not to exceed \$950.

Dated this 27 day of April, 1990


Judy Gregory
Interim Deputy Director

April 25, 1990

EXHIBIT E
MINUTES OF 5/15/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Swift Interchange-Delta Park Interchange Section of the Pacific Highway in Multnomah County. Bids received March 29, 1990. Contract No. 10,877 awarded on April 13, 1990, to Kiewit Pacific Co. and Marmolejo Contractors, Inc., A JV, Vancouver, WA, at \$22,658,241.00.
- 2) Signing on the Pacific Highway-Clackamas Highway Section of the East Portland Freeway in Clackamas and Washington Counties. Bids received March 15, 1990. Contract No. 10,886 awarded on March 26, 1990, to M-R Pierce Constructors, Inc., West Linn, at \$459,850.00
- 3) Work on the Clackamas-Boring Highway at S.E. 222nd Avenue in Clackamas County. Bids received March 29, 1990. Contract No. 10,892 awarded on April 13, 1990, to Fabricators, Incorporated, Salem, at \$218,376.00.
- 4) Traffic signal installation on Harvard Avenue at Umpqua Street in Roseburg, Douglas County. Bids received March 29, 1990. Contract No. 10,893 awarded on April 13, 1990, to Albany Electric, Inc., Albany, at \$107,554.00.
- 5) Work on the Sunnyside Road-Lawnfield Road (Unit 2) Section of the East Portland Freeway in Clackamas County. Bids received March 29, 1990. Contract No. 10,898 awarded on April 13, 1990, to Babler Bros., Inc., Portland, at \$327,326.00.
- 6) Water and sewer improvements at the Oak Grove Safety Rest Area on Pacific Highway in Linn County. Bids received March 29, 1990. Contract No. 10,901 awarded on April 13, 1990, to Kip Construction Co., Eugene, at \$257,392.00.

EXHIBIT E
MINUTES OF 5/15/90

- 7) Work on the Division Street-Powell Boulevard Section of North Main Street in Gresham, Multnomah County. Bids received March 29, 1990. Contract No. 10,902 awarded on April 13, 1990, to Dirt & Aggregate Interchange, Inc., Troutdale, at \$1,088,892.05.
- 8) Work on the N.W. Front Avenue-N.W. Hoyt Street Section of N.W. 9th Avenue in Multnomah County. Bids received March 29, 1990. Contract No. 10,904 awarded on April 13, 1990, to Babler Bros., Inc., Portland, at \$1,130,351.00.

Dated this 27th day of April, 1990.

William L. Forbes
For Donald E. Forbes, State Highway Engineer

April 25, 1990

EXHIBIT E
MINUTES OF 5/15/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority


By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On March 15, 1990, signed a personal service contract with Andersen Consulting for developing a new system for reporting resources and accomplishments to the Maintenance Management System covering the period April 5 to August 31, 1990, at a cost not to exceed \$135,500. (Contract approved by Transportation Commission February 20, 1990.)
- 2) On March 15, 1990, approved a 26.5 percent increase in project authorization on the Kings Highway-Jasper Section of Stewart Avenue (Medford) in Jackson County (Contract No. 10,804) in the amount of \$275,000.
- 3) On March 15, 1990, signed a personal service contract with J. M. Colosimo Associates, Inc., to guide the Highway Division in a number of organizational change processes now underway. The contract is effective from March 27 to December 1, 1990, at a cost not to exceed \$69,920. (Approved by Transportation Commission November 14, 1989.)
- 4) On March 20, 1990, signed a personal service contract with Parsons Brinckerhoff Quade & Douglas, Inc., to conduct a corridor-level Environmental Impact Statement for the Western Bypass Project in Washington County over a two-year period beginning March 20, 1990, at a cost not to exceed \$1,604,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved contract October 17, 1989.)

EXHIBIT E
MINUTES OF 5/15/90

- 5) On March 20, 1990, approved an agreement between the Nature Conservancy, the Department of Transportation, the State Lands Board, the Department of Fish and Wildlife, the Department of Forestry, the Department of Agriculture, and the Department of Parks and Recreation. This agreement defines areas of interest in regard to the Oregon Natural Heritage Act and specifies management responsibilities of the Oregon Natural Heritage Data Base. Agreement is in effect through June 30, 1992. (Approved by William Anhorn for State Highway Engineer.)
- 6) On March 28, 1990, signed a Settlement and Release with Washington County concerning work on the Sunset Highway-Walker Road Section of NW 185th Avenue. (Contract No. 9456 awarded on April 14, 1982, to R. A. Hatch Co., Bend.)
- 7) On March 30, 1990, signed a personal service contract with Holland & Scales, P.S. for conducting three legal counseling seminars for disadvantaged business enterprises. The contract covers the period April 6 to September 30, 1990, at a cost not to exceed \$15,000. (Approved by Chairman Hollern December 1, 1989.)
- 8) On April 3, 1990, signed a personal service contract with Chase, Jones & Associates Inc., for survey and monumentation of the Bancroft Street-Sellwood Avenue Section of Macadam Avenue in Multnomah County. The contract covers the period April 3 to September 28, 1990, at a cost not to exceed \$66,080. (Approved by Transportation Commission May 16, 1989. Contract signed by William Anhorn for State Highway Engineer.)
- 9) On April 6, 1990, signed a Stipulated Order of Dismissal in the matter of the allocation of relocation benefits to Edward J. and Judith K. Hermann, dba Ed's Mower and Saw Shoppe.

Dated this 27th day of April, 1990


for Donald E. Forbes, State Highway Engineer

April 25, 1990

EXHIBIT E
MINUTES OF 5/15/90

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

CONTRACTOR AND
CONTRACT NO.

SECTION AND COUNTY

Robert McMullan and Son, Inc.
Contract No. 10399
Acceptance Date: March 30, 1990

Yaquina Bay Bridge
Lincoln County

Valentine Surfacing Co.
Contract No. 10769
Acceptance Date: April 4, 1990

Region 2 Recycle Project
Benton, Polk and Yamhill Co.

Fabricators, Inc.
Contract No. 10503
Acceptance Date: April 18, 1990

Ray Circle-Cornelius Pass
Washington County

Copenhagen Utilities and Const., Inc.
Contract No. 10491
Acceptance Date: April 18, 1990

Linwood Ave.-S.E. 82nd Ave.
Clackamas County

Seubert Excavators, Inc.
Contract No. 10423
Acceptance Date: April 17, 1990

Adams - Athena
Umatilla County

B-G Paint Co., Inc.
Contract No. 10716
Acceptance Date: April 19, 1990

Arthur Street Bridge
Multnomah County

Roseburg Paving Co.
Contract No. 10694
Acceptance Date: April 19, 1990

W.C.L. - Main St. (Elkton)
Douglas County

Tidewater Contractors, Inc.
Contract No. 10691
Acceptance Date: April 19, 1990

Hamlet Area (Hamlet-Mattson)
Clatsop County

Copenhagen Utilities and Construction
Contract No. 10570
Acceptance Date: April 19, 1990

S.E. Division St. - S.E.
Schiller St.
Multnomah County

Stach Const. Co. & Stach Equip., Inc.
Contract No. 10738
Acceptance Date: April 19, 1990

Powers Slough (Alder
Creek) Br.
Clatsop County

EXHIBIT E
MINUTES OF 5/15/90

Rowell & Wickersham Contractors, Inc.
Contract No. 10747
Acceptance Date: April 20, 1990

Oldsville Road - McMinville
Yamhill County

Bend Aggragete and Paving Co.
Contract No. 10771
Acceptance Date: April 20, 1990

U.S. 97 - Brosterhous (Bend)
Deschutes County

Braclin-Yeager Excavating & Trucking Co.
Contract No. 10751
Acceptance Date: April 20, 1990

District 7 Paving Project
Coos County

EXPENDITURE RECAP

	<u>Above Projects</u>	<u>FY to Date</u>
Original Authorization	\$14,005,041.37	\$201,506,356.75
Anticipated Costs	\$14,411,661.63	\$205,789,362.55
Percentage Overrun (Underrun)	+2.9%	+2.1%

William Forbes
For Donald E. Forbes
State Highway Engineer

BMW:bmw

DELAUTH^E

EXHIBIT F
MINUTES OF 5/15/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

- 1) On February 9, 1990, signed an agreement with Umatilla County for construction of the North 1st Street-Diagonal Road Section of the Elm Street bikeway. State funds not to exceed \$50,000. (Approved by the Transportation Commission December 19, 1989.)
- 2) On February 20, 1990, approved Amendment No. 1 to an interagency agreement with Lane County for improvements on the McKenzie River (Hayden) Bridge Section of Marcola Road. This supplement adds \$14,000 for a new total not to exceed \$75,342.
- 3) On March 5, 1990, signed an agreement with the Port of St. Helens covering construction of access roads to a new cargo loading facility in Columbia County. This project will use Immediate Opportunity Funds not to exceed \$70,250. (Transportation Commission approved December 19, 1989.)
- 4) On March 5, 1990, signed an agreement with the City of Portland covering the Arterial Overlays and Reconstruction (Phase 8) of the Federal-Aid Urban Routes within the City. (State Highway Engineer approved September 28, 1989.)
- 5) On March 8, 1990, signed an agreement with Malheur County for the Stanton Boulevard Interchange-Department of Corrections Institution Access Road Section of Stanton Boulevard (County Road). (Transportation Commission approved adding project to current Six-Year Highway Improvement Program on January 23, 1990.)
- 6) On March 15, 1990, signed an agreement with Umatilla County to exchange \$507,315 FAS-C funds for \$431,218 State funds. (Transportation Commission approved agreement October 17, 1989.)

EXHIBIT F
MINUTES OF 5/15/90

- 7) On March 19, 1990, signed a supplemental agreement with the Association of Oregon Counties reducing the balance of unobligated FAS-C funds accumulated by the counties by \$300,000. That amount of FAS-C funds is to be exchanged for State Highway Funds to fund Oregon's County Roads Technical Assistance program (\$200,000), Oregon's Technology Transfer Center (\$75,000), and Transportation Research Institute or other institutions (\$25,000). The exchange will fund these activities for one year beginning March 19, 1990. (Transportation Commission approved December 19, 1989.)
- 8) Signed Special City Allotment Agreements with the following cities at a cost not to exceed \$25,000 each: (Approved by Transportation Commission September 19, 1989.)

<u>DATE</u>	<u>CITY</u>	<u>PROJECT</u>
2-23-90	Independence	Hoffman Rd. (Stryker Rd.-Walnut Street)
3-14-90	Lonerock	Main, Robinson, Moody, & Belle Streets

Dated this 4th day of April, 1990

Cam Gilmour
Cam Gilmour, Manager
Program Section

March 28, 1990



EXHIBIT E
MINUTES OF 5/15/90

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: April 24, 1990

In Reply Refer to
File No.:

TO: Oregon Transportation Commission COM

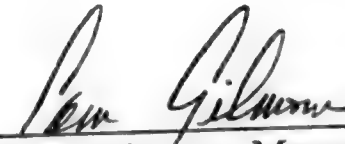
FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Program Section Manager (Subdelegation Order No. HWY-6), I approved the following:

<u>SECTION & JURISDICTION</u>	<u>TOTAL EST. COST</u>	<u>FEDERAL FUNDS</u>	<u>STATE SHARE</u>	<u>LOCAL GOVT. FUNDS</u>	<u>DATE APPROVAL</u>
<u>FAU PROJECT</u>					
Allen Boulevard-Old Scholls Ferry Rd., Murray Boulevard Washington County			CANCELLATION		4/4/90

April 24, 1990


Cam Gilmour, Manager
Program Section

LJW:pk

- 9143 -

EXHIBIT F
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

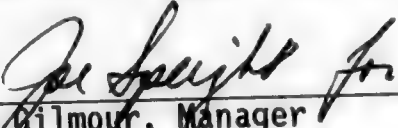
Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

- 1) On March 15, 1990, signed an agreement with the City of Prineville to exchange FAU funds for State funds. (Transportation Commission approved agreement October 17, 1989.)
- 2) On March 27, 1990, signed an agreement with Washington County for the widening of the Cornell Road-US26 Section of Cornelius Pass Road. (State Highway Engineer approved under delegated authority August 11, 1989.)
- 3) On April 4, 1990, signed an agreement with the City of Portland covering signal and channelization improvements at intersection on Union Avenue (Martin Luther King Boulevard), 42nd Avenue, 48th Avenue, and Foster Road. (Approved by State Highway Engineer under delegated authority June 23, 1989.)
- 4) On April 4, 1990, signed an agreement with the City of Portland covering signal improvements on NE Glisan Street at NE 148th Avenue. (Approved by Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program.)
- 5) On April 4, 1990, signed an agreement with the City of Portland covering the installation of 12 system sampling loops at various locations for a central traffic control system. (Approved by State Highway Engineer June 29, 1989.)
- 6) On April 9, 1990, signed an agreement with the City of Bend covering the exchange of State Funds for Federal Aid Urban (FAU) Funds. (Agreement signed by Joseph Speight for Manager, Program Section. Transportation Commission approved October 17, 1989.)
- 7) On April 9, 1990, signed an agreement with the City of Portland for signal and channelization improvements at various intersections on Multnomah Boulevard. (Approved by State Highway Engineer June 26, 1989.)

EXHIBIT F
MINUTES OF 5/15/90

- 8) On April 9, 1990, signed a supplemental agreement with the City of Gresham covering the changes in the funding structure on the Powell Boulevard-NE Division Street Section of Main Avenue. (Approved by Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program. Agreement signed by Joe Speight for Program Section Manager.)
- 9) On April 9, 1990, approved an agreement with Fred Meyer Inc. and Deschutes County for roadway improvements on The Dalles-California Highway at Reed Lane. The project will be financed 100 percent by Fred Meyer with no expense to the State. (Approved by Joe Speight for Program Section Manager.)
- 10) On April 11, 1990, signed an agreement with the City of Portland for improvement of signals and channelization on the 9th Avenue-82nd Avenue Section of East Burnside Street in Multnomah County. (Approved by State Highway Engineer under delegated authority on June 23, 1989.)

Dated this 27th day of April, 1990



Cam Gilmour, Manager
Program Section

April 25, 1990

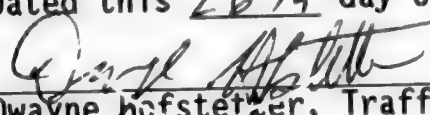
EXHIBIT 6
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following action was taken:

- 1) On April 2, 1990, approved a parking prohibition on the north and south sides of South Klamath Highway from M.P. 3.37 to M.P. 3.87 in Klamath County.

Dated this 26th day of April, 1990


Dwayne Hofstetter, Traffic Engineer

April 25, 1990

EXHIBIT H
MINUTES OF 5/15/90

DATE: APRIL, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

- 1) DOUGLAS COUNTY: ANLAUF-ELKHEAD ROAD - PACIFIC HIGHWAY:
File 19105 - containing 3.10 Acres; \$1,915; Approved 3/29/90.
- 2) HARNEY COUNTY: GRAVEL PIT & MATERIAL SOURCE - CENTRAL OREGON HIGHWAY:
File 03914 & 4028 (Q-494) - containing 2.92 Acres; \$100; App. 3/16/90.
- 3) LANE COUNTY: SPRINGFIELD - MCKENZIE HIGHWAY:
File 16257 - containing 2,350 S.F.; \$4,982; Approved 3/13/90.
- MULTNOMAH COUNTY:
BURNSIDE BRIDGE-S.E. 39TH - COLUMBIA RIVER HIGHWAY:
 - 4) File 15753 D - containing 4,875 S.F.; \$25,837.50; Approved 3/14/90, and
 - 5) File 15753 F - containing 1,380 S.F.; \$ 7,312.00; Approved 3/14/90.MARQUAM BRIDGE-S.E. 84TH AVE. -MT. HOOD FREEWAY:
 - 6) File 45422 - containing 5,000 S.F.; \$7,500; Approved 3/14/90.
 - 7) File 45444 - containing 4,126 S.F.; \$7,500; Approved 3/14/90.
 - 8) File 45593 - containing 3,333 S.F.; \$7,000; Approved 3/14/90.
 - 9) File 46248 - containing 5,743 S.F.; \$8,300; Approved 3/13/90.
- 10) UNION AVE.-DENVER AVE. - SWIFT INTERCHANGE/DELTA PARK INTERCHANGE:
File 15072 - containing 63,000 S.F.; Trade for parcel acquisition on File 58181; Approved 3/16/90.
- 11) WEST UNION-CORNELIUS PASS - HILLSBORO-CORNELIUS PASS HIGHWAY:
File 12313 cont. 48,180 S.F. (Fee Title) & File 12314 cont. 68,105 S.F. (Permanent Easements) (Files aka 58527) - \$9,850; Approved 3/29/80.
- 12) UMATILLA CNTY.: N. UNIT, PENDLETON-PILOT ROCK - PENDLETON-JOHN DAY HWY.
File 24869 - containing 1.61 Acres; \$5,000; Approved 3/20/90

AGREEMENTS: (35-48)

- 13) ODOT Agreement No. RR-1310; Service Contract No.90-2; with Southern Pacific Transportation Company; SPTC agrees to widen crossing, install two OPUC Standard No. 2 Flashing Lights and two OPUC Standard No. 4 Automatic Gates at Grade Crossing of E. North Ave. and The Siskiyou Mainline of SPTC (OPUC Crossing No. C-699.8) in JEFFERSON, MARION COUNTY, OR; Estimated Total cost is \$144,484 (State agrees to bear 90% of cost); Approved 3/02/90.

EXHIBIT H
MINUTES OF 5/15/90

Report of Actions Taken Under Delegated Authority
April, 1990
Page Two

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE
HIGHWAY DIVISION: (35-41)

CLACKAMAS COUNTY:

CASCADE HWY. N.-LESTER INTERCHANGE - JOHNSON CREEK BLVD.:
58070 Raymond L. & Helen Youngberg \$ 9,000 App. 3/01/90

CLACKAMAS HWY.-GLADSTONE INTERCHANGE - S.E. 82ND DR./EVELYN ST. (COUNTY):
58691 Gordon & Mary Janzck \$ 600 App. 12/18/89

OSWEGO HWY. @ PIMLICO DR. (WEST LINN) - OSWEGO HIGHWAY:
57530 City of West Linn \$Donation App. 3/08/90

SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:
57783 Gerald & Susan Grisham \$ 1,375 App. 3/13/90
57784 John M. & Carol L. Stennet \$ 9,700 App. 3/01/90

TACOMA INTRCHNG.-17TH AVE. CONNECTION - PACIFIC HWY. E. (MCLOUGHLIN BLVD.):
58339 Portland Traction Company \$1,500,000 App. 2/28/90

UNION/GRAND VIADUCT-S.E. RIVER RD. - PACIFIC HIGHWAY EAST:
58304 Robert Rico & Susan Mueller \$ 3,431 App. 3/13/90

ZIG ZAG-RHODODENDRON - MT. HOOD HIGHWAY:
57724 Nancy Dodsen, et al \$ 150 App. 3/05/90

CLATSOP COUNTY:

JEWELL JCT.-OSWEG CREEK - SUNSET HIGHWAY:
58191 I. P. Timberland Operating Company \$ 250 App. 3/13/90

COLUMBIA COUNTY:

SCL SCAPPOOSE-MULTNOMAH CNTY. LINE - COLUMBIA RIVER HIGHWAY:
56495 Ronald W. & Darlene S. Parsons \$ 2,500 App. 3/20/90

COOS COUNTY:

BANDON STATE AIRPORT:
RA 059 Bandon Aero Club Donation App. 3/21/90

COQUILLE REROUTE - COOS BAY-ROSEBURG HIGHWAY:
6028 002 Fred Holzmeyer, Trustee \$ 39,000 App. 3/13/90
6028 002 Homer F. Rose (Sign) \$ 400 App. 3/08/90

EXHIBIT H
MINUTES OF 5/15/90

Report of Actions Taken Under Delegated Authority
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Page Three

OPTIONS: (Continued)

CURRY COUNTY:

ROGUE RIVER BR.-GOLD BEACH - OREGON COAST HIGHWAY:

58301	Ronald Swank; David Middleton	\$113,500	App.	3/01/90
58535	Carlyle Stout III	\$ 1,720	App.	3/20/90
58540	Jerry J. & Dorothy Fendrich	\$184,550	App.	3/21/90
58545	Curtis R. Duvall	\$115,100	App.	3/22/90
58555	Jay E. & Jean E. Slump	\$ 300	App.	3/08/90
58560	Robert Snazuk; David Snazuk	\$ 150	App.	3/16/90

DESCHUTES COUNTY:

O'NEIL JCT.-REDMOND COUPLET - THE DALLES-CALIFORNIA HWY.:

57590	Frank Larkin; Owen Larkin; Dean Larkin	\$ 3,550	App.	3/16/90
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REDMOND BEND (NORTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

6032 013	Delavan C. & Lula B. Simons	\$ 270	App.	3/13/90
6032 042	Raymond D. & Orpha Knowles	\$ 400	App.	3/13/90
6032 052	S. A. Larkin & Dixie J. Larkin	\$ 1,800	App.	3/22/90
6032 056	Mitchell S. & Betty Jean Carson	\$ 1,400	App.	3/16/90

DOUGLAS COUNTY:

CAMAS MTN. WAYSIDE-MUNS CREEK (MYSTIC CR.) - COOS BAY-ROSEBURG HIGHWAY:

56073	U. S. Bureau of Land Mgmt. (Timber)	\$ 13,150	App.	3/06/90
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CAMAS VALLEY - COOS BAY-ROSEBURG HIGHWAY:

57500	Phyllis M. McDonald; John Vinyard; Carrie Lynn Vinyard Cutting	\$ 3,000	App.	3/08/90
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HANCOCK HILL PASSING LANE - UMPQUA HIGHWAY:

6036 001	Calvin H. Baird, Jr.; Margaret Baird	\$ 3,550	App.	3/13/90
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HOOD RIVER COUNTY:

EMIL CREEK-MT. HOOD WINERY - WOODWORTH DRIVE:

58240	Thomas J. & Raylene McMahon	\$ 1,500	App.	2/06/90
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MT. HOOD-LONG PRAIRIE ROAD - MT. HOOD HIGHWAY:

57163	Robert E. & Betty J. Wolfe	\$ 6,400	App.	3/14/90
57234	Robert J. & Beverly J. Fiocchi	\$ 10,325	App.	3/16/90
57237	Roger & Judith Ford	\$ 8,275	App.	3/16/90

EXHIBIT H
MINUTES OF 5/15/90

Report of Actions Taken Under Delegated Authority
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Page Four

OPTIONS: (Continued)

KLAMATH COUNTY:

FORGE RD.-LOBERT RD. (NORTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

		\$ 600 App.	3/13/90
6050 001	South Valley State Bank	\$ 800 App.	3/20/90
6050 004	Robert L. Harris	\$ 1,200 App.	3/20/90
6050 017	LeRoy A. & Joyce M. Jacobus		

FORGE RD.-LOBERT RD. (SOUTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

58035	Claude & Claudette Beare	\$ 9,270 App.	3/16/90
58038	Joseph C. & Elaine G. Giammona	\$ 2,700 App.	3/05/90

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:

55616	Lucille E. George	\$ 1,590 App.	3/08/90
55623	Goldie M. Schaarschmidt	\$ 1,800 App.	3/16/90
55642	Roy E. & Iris N. Douglass	\$ 2,000 App.	2/23/90
55646	Dennis & Carol Thomas	\$ 4,300 App.	3/16/90
55652	Jack & Florence Patterson	\$ 2,450 App.	3/16/90
55655	John C. & Doris E. Mogensen	\$ 2,800 App.	3/20/90
55656	Wallace E. & Frances Thomas	\$ 1,050 App.	3/16/90
55658	Wilark Trailer & Campers	\$ 4,800 App.	3/16/90
55659	Elizabeth Lucas	\$ 1,700 App.	3/16/90
55660	Willard Trailer & Campers	\$ 1,250 App.	3/16/90
55661	Shirley Gunesch, et al	\$ 1,900 App.	3/16/90
55662	Marilyn D. Westen	\$ 1,700 App.	3/26/90
55667	A. J. Kazuko; N. Ames	\$ 4,150 App.	3/20/90
55675	Service Oil Company (Sign)	\$ 610 App.	3/05/90
55682	Diana B. Bishop	\$ 8,950 App.	3/16/90

MARION COUNTY:

HAYESVILLE INTERCHANGE - PACIFIC HIGHWAY:

6045 002	Rollin Rogness	\$ 9,000 App.	3/16/90
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MULTNOMAH COUNTY:

EAST MARQUAM INTERCHANGE - PACIFIC HIGHWAY:

58581	Oregon Museum of Science & Industry	\$ 150 App.	2/27/90
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GREELEY RAMP-N. BANFIELD INTERCHANGE - PACIFIC HIGHWAY:

58017-21	Metropolitan Service District	\$395,000 App.	3/26/90
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JOHNSON CREEK BRIDGE - CASCADE HIGHWAY NORTH:

6031 001	O. K. Enterprise	\$ 3,900 App.	3/20/90
6031 002	Erik Berglund; Ingrid Berglund; Sonja Bolon; & Steven Berglund	\$ 2,400 App.	2/20/90

EXHIBIT H
MINUTES OF 5/15/90

Report of Actions Taken Under Delegated Authority
April, 1990
Page Five

OPTIONS: MULTNOMAH COUNTY: (Continued)

N.E. 162ND AVENUE - N. OF N.E. GLISAN:

58618	Plaid Pantries (Sign)	\$ 3,445 App.	3/13/90
58620	Space Age Fuel Co. (Sign)	\$ 5,335 App.	3/13/90

N.E. 201ST & SANDY - N.E. PORTLAND:

58007	City of Gresham	Donation App.	3/08/90
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S.E. 221ST-S.E. 242ND AVENUE - S.E. STARK STREET:

58397	Peter McGill	\$ 800 App.	1/22/90
58409	Edgar D. & Kathleen G. Dunbar	\$ 200 App.	1/05/90
58412	Janis Zuments, et al	\$ 200 App.	1/26/90
58413	Allan L. & Cynthia K. Splawn	\$ 200 App.	1/05/90
58414	Robert L. & Jannice F. Gentry	\$ 200 App.	12/29/89
58417	Ray A. Swayne, Jr.; Della Mae Swayne; Ray A. Swayne, Sr.	\$ 200 App.	1/22/90
58420	Warren E. & Leila I. Engdall	\$ 200 App.	1/20/90
58424	Leanna Marie Young	\$ 200 App.	12/29/89
58426	Louis L. Sutton	\$ 200 App.	1/19/90

S.W.C.I. OF S.E. 174TH - DIVISION:

58614	Thomas C. & Patricia C. Smith	\$ 3,560 App.	1/12/90
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SWIFT INTERCHANGE-DELTA PARK INTERCHANGE - PACIFIC HIGHWAY:

58177	Multnomah County	\$214,200 App.	3/07/90
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TERWILLIGER BLVD. INTERCHANGE - PACIFIC HIGHWAY:

6026 011	Julia E. Thompson	\$ 300 App.	2/23/90
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UNION/GRAND AVE. VIADUCT - S.E. RIVER RD.:

58308	Donald L. Moyer	\$ 1,800 App.	3/16/90
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UMATILLA COUNTY:

BUTTER CREEK JCT.-OLD OREGON TRAIL HWY. - LEXINGTON-ECHO HWY. HIGHWAY:

58167	John E. & Lianna Correa	\$ 500 App.	3/13/90
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STANFIELD N.C.L.-STANFIELD INTERCHANGE - UMATILLA-STANFIELD HIGHWAY:

58330	Leonard Franks, et al	\$ 750 App.	3/08/90
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WASHINGTON COUNTY:

CORNELL RD. INTERCHANGE - SUNSET HIGHWAY:

57848	Aloha Land & Cattle Company	\$154,000 App.	3/13/90
58116	Olympic Homes, Inc. John & Francis L. Luchs	\$130,000 App.	2/23/90
58127	Spectrum Properties, Inc.	\$ 11,000 App.	3/05/90
58133	Skyview Homeowners Association	\$ 3,125 App.	2/23/90
58136	United States National Bank	\$ 2,500 App.	3/16/90

EXHIBIT HMINUTES OF 5/15/90

Report of Options Taken Under Delegated Authority

April, 1990

Page Six

OPTIONS: WASHINGTON COUNTY: (Continued)MURRAY BLVD.-FANNO CREEK - SCHOLLS FERRY:

6047 013	Royal Crest Homebuilders, Inc.	\$ 1,425	App.	3/08/90
6047 014	Century 21 Properties	\$ 1,200	App.	3/20/90
6047 017	Daniel A. & Patty C. Durgan	\$ 2,100	App.	3/13/90
6047 030	Lawrence F. & Cynthia M. Hermens	\$ 1,700	App.	3/20/90
6047 054	Pamela Van Ausdle	\$ 100	App.	2/27/90
6047 055	Kingswood Properties, Inc.	\$ 2,400	App.	2/27/90
6047 060	Stephen E. & Susan A. Robbins	\$ 2,160	App.	2/27/90

WHEELER COUNTY:DRY GULCH BRIDGE - JOHN DAY HIGHWAY:

6046 001	Claudine Jean Hill	\$ 250	App.	2/16/90
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Dated this 6th day of April, 1990
Steven Green, Right of Way Manager

EXHIBIT H
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CHERRY LANES-HESS STREET SECTION OF THE WARM SPRINGS HIGHWAY

R-58198 - Burton F. Grabhorn Offer: \$150.00

CORNELL ROAD INTCHGE. SECTION OF THE SUNSET HIGHWAY

R-58114 - Portland General Electric Co.	Offer: \$59,450.00
R-58119 - Elroy and Lillian F. Nofziger	\$6,275.00
R-58140 - Balcor Realty Investors 86-Series I	\$48,870.00
R-58141 - Atlantic Richfield Co.	\$81,500.00

FORGE RD. - LOBERT RD. SECTION OF THE DALLES-CALIFORNIA HIGHWAY

R-58106 - Fred W. Koehler et al Offer: \$500.00

LINCOLN BEACH-FOGARTY CREEK SECTION OF THE OREGON COAST HIGHWAY

R-55614 - Harley A. and Bette Morrison	Offer: \$2,450.00
R-55651 - Klaudia Jelderks	\$2,500.00
R-55674 - Paul A. Bartlett et al	\$9,200.00
R-55675 - First Interstate Bank of Oregon	\$49,030.00
R-56943 - Dale D. and Shirley A. Halm	\$7,200.00

M.P. 26.21 - SUMMIT SECTION OF THE OREGON COAST HIGHWAY

R-58597 - Cavenham Forest Industries Offer: \$1,335.00

OSWEGO HWY. @ PIMLICO DR. (WEST LINN) SECTION OF THE OSWEGO HIGHWAY

R-57531 - Lendell R. and Evelyn W. Brooks Offer: \$2,500.00

ROGUE RIVER BRIDGE-GOLD BEACH SECTION OF THE OREGON COAST HIGHWAY

R-50379 - Doffer Investment, Inc.	Offer: \$88,000.00
R-58542 - Everett W. Grell	\$86,775.00

SALMON CREEK (OAKRIDGE) BRIDGE SECTION OF THE WILLAMETTE HIGHWAY

R-6029008 - Wanda M. Payne et al Offer: \$17,850.00

EXHIBIT H
MINUTES OF 5/15/90

Offers Tendered List
Page 2
April 23, 1990

SKYLINE BLVD. AT CORNELIUS PASS RD. SECTION OF SKYLINE BLVD.

R-58526 - Steven Alexis Linden

Offer: \$11,450.00

Dated this 23rd day of April, 1990


STEVEN GREEN, Right of Way Manager

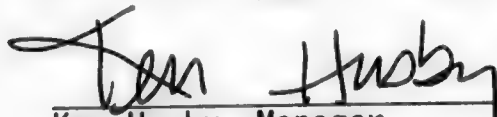
EXHIBIT I
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Office of Operations Engineer, the following action was taken:

- 1) On March 30, 1990, approved an agreement with Lincoln County covering signing of bikeways on Slab Creek Road and Three Rocks Road from the Tillamook County Line to the Oregon Coast Highway. (Transportation Commission approved Oregon Coast Bike Route on October 19, 1982.)

Dated this 27th day of April, 1990


Ken Husby, Manager
Office of Operations Engineer

April 25, 1990

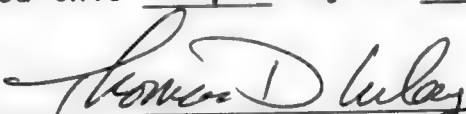
EXHIBIT J
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

- 1) On March 8, 1990, approved a personal service contract with Robert W. Hunt Company for inspection of structural components at the fabrication site on the South Slough (Charleston) Bridge in Coos County. This contract is effective through June 30, 1990, at a cost not to exceed \$9,960.

Dated this 29 day of March, 1990



Thomas D. Lulay, Bridge Engineer

March 28, 1990

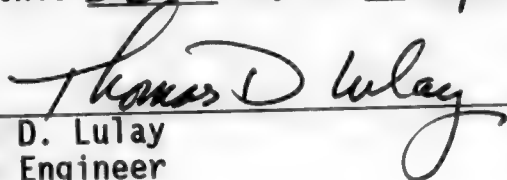
EXHIBIT J
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Bridge Engineer, the following action was taken:

- 1) On March 29, 1990, approved Supplement No. 2 to a personal service contract with Jackie Miller for providing artwork for the ODOT Materials Lab in Salem. This supplement extends the termination date of the contract to May 31, 1990.

Dated this 26th day of April, 1990


Thomas D. Lulay
Bridge Engineer

April 25, 1990

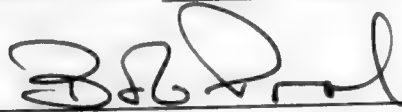
EXHIBIT K
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 2 Engineer, the following action was taken:

- 1) On April 6, 1990, signed a supplemental agreement with the City of Newport covering roadway improvements in the vicinity of the future Oregon Coast Aquarium. This supplement clarifies responsibilities for the design and maintenance of traffic signals. (Original agreement approved by Transportation Commission September 19, 1989.)

Dated this 30 day of April, 1990



Bob Pool
Region 2 Engineer

April 25, 1990

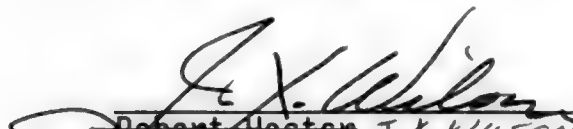
EXHIBIT K
MINUTES OF 5/15/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 5 Engineer, the following actions were taken:

- 1) On February 5, 1990, approved a personal service ✓ contract with Bridges, Kennedy & Felshaw Court Reporters for transcription services at three Six-Year Highway Improvement Program hearings to be held in Region 5 from March 6 to 8, 1990, at a cost not to exceed \$950.
- 2) On February 5, 1990, approved Supplement No. 2 to an ✓ agreement with the City of Milton-Freewater on the UPRR and 8th Avenue, Oregon-Washington Highway, landscaping project. This supplement primarily covers the plant establishment period at no additional cost. (Original approved by Transportation Commission February 16, 1988.)
- 3) On February 28, 1990, approved a personal service ✓ contract with Cherie Shuler to provide sign language interpreting for Six-Year Program hearings in Prairie City, Boardman, and Milton-Freewater at a cost not to exceed \$350 beginning March 6, 1990, and terminating March 8, 1990.

Dated this 5th day of April, 1990


Robert Hector J. X. WILSON
Region 5 Engineer (ACTING)

March 28, 1990

EXHIBIT M
MINUTES OF 5/15/90

REPORT OF CONDEMNATION CASES OPTIONED [DISMISSED]

State v. Giammona

L-9537

R-58038

Section: Forge Road - Lobert Road [south unit]

Highway: The Dalles - California

County: Klamath

Remarks: Settled by Right of Way

State v. McDonald

L-9517

R-57500

Section: Camas Valley

Highway: Coos Bay - Roseburg

County: Douglas

Remarks: Settled by Right of Way

State v. Youngberg

L-9488

R-58070

Section: Cascade Highway North - Lester Interchange

Highway: Johnson Creek Boulevard

County: Clackamas

Remarks: Settled by Right of Way

State v. Thoeny

L-9491

R-58373

Section: Cascade Highway North - Lester Interchange

Highway: Johnson Creek Boulevard

County: Clackamas

Remarks: Settled by Right of Way

State v. Larkin

L-9516

R-57590

Section: O'Neil Junction - Redmond

Highway: The Dalles - California

County: Deschutes

Remarks: Settled by Right of Way

State v. Leathers

L-9033

R-54560

Section: Mount Hood Highway at Palmquist/Orient Roads

Highway: Mount Hood Highway

County: Multnomah

Remarks: Property abandoned not need by Department of Transportation

EXHIBIT M
MINUTES OF 5/15/90

Condemnation Monthly Report
April 12, 1990
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State v. Piacentini

L-9447

R-58449

Section: Southwest Canby - Southwest Taylors Ferry Road
Highway: Southwest Terwilliger Boulevard
County: Multnomah
Remarks: Settled by Right of Way

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The following cases were optioned some time ago but were not reported:

State v. Smith

L-9485

R-57598

Section: O'Neil Junction - Redmond
Highway: The Dalles - California
County: Deschutes
Remarks: Settled by Right of Way

State v. Warrick

L-9436

R-58279

Section: Little Northfork Road M.P. 25
Highway: North Santiam
County: Marion
Remarks: Settled by Right of Way

State v. Sixth Dunkin Donuts

L-9446

R-57658

Section: S.E. 21st Avenue - S.E. Baseline Street
Highway: Tualatin Valley
County: Washington
Remarks: Settled by Right of Way

State v. California Assets, Inc.

L-9455

R-57663

Section: S.E. 21st Avenue - S.E. Baseline Street
Highway: Tualatin Valley
County: Washington
Remarks: Settled by Right of Way

EXHIBIT M
MINUTES OF 5/15/90

Condemnation Monthly Report
April 12, 1990
Page 3

State v. Wilcox

L-9454

R-57661

Section: S.E. 21st Avenue - S.E. Baseline Street

Highway: Tualatin Valley

County: Washington

Remarks: Settled by Right of Way

State v. LaBrie

L-9456

R-57651

Section: S.E. 21st Avenue - S.E. Baseline Street

Highway: Tualatin Valley

County: Washington

Remarks: Settled by Right of Way

State v. Grabhorn

L-9311

R-56498

Section: S.C.L. Scapoose - Multnomah County Line

Highway: Columbia River - Lower

County: Columbia

Remarks: Settled by Right of Way

State v. Harris

L-9480

R-57764

Section: Kearns Swamp Road - Weyerhaeuser Road

Highway: Green Springs

County: Klamath

Remarks: Settled by Right of Way

State v. Weyerhaeuser Company

L-9462

R-57757

Section: Kearns Swamp Road - Weyerhaeuser Road

Highway: Green Springs

County: Klamath

Remarks: Settled by Right of Way

EXHIBIT M
MINUTES OF 5/15/90

Condemnation Monthly Report
April 12, 1990
Page 3

State v. Wyatt

L-9461

R-57653

Section: S.E. 21st Avenue, S.E. Baseline Street

Highway: Tualatin Valley

County: Washington

Remarks: Settled by Right of Way

2560T

EXHIBIT M

MINUTES OF 5/15/90

REPORT OF CONDEMNATION CASES SETTLED

1. State v. A. Zeeb
L-9294
R-57017
Section: South Commercial Street - North Santiam
Highway: Cordon Road
County: Marion
State's Offer: \$4,200
State's Highest Appraisal: \$4,200
Settlement Amount: \$4,200
2. State v. Clayton Zeeb
L-9293
R-57043
Section: South Commercial Street - North Santiam
Highway: Cordon Road
County: Marion
State's Offer: \$850
State's Highest Appraisal: \$1,900
Settlement Amount: \$850
3. State v. Benjamin A. Bello
L-8934
R-54475
Section: 12th Street S.E. and 24th Street S.E.
Highway: Mission Street
County: Marion
State's Offer: \$573,700
State's Highest Appraisal: \$573,700
Settlement Amount: \$598,770
4. State v. CLH Ltd.
L-9407
R-57157
Section: East McMinnville Airport Road
Highway: Salmon River
County: Yamhill
State's Offer: \$300
State's Highest Appraisal: \$300
Settlement Amount: \$500
5. State v. Techmax, Inc.
L-9496
R-57681
Section: Lake Creek - Pacific Highway
Highway: Corvallis - Lebanon
County: Linn
State's Offer: \$2,400
State's Highest Appraisal: \$2,400
Settlement Amount: \$2,400

2560T:npw



EXHIBIT N
MINUTES OF 5/15/90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

April 9, 1990

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

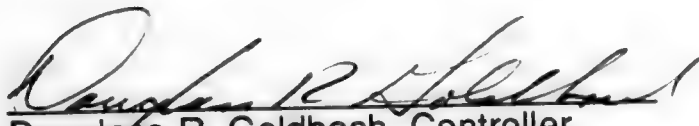
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On April 9, 1990, \$ 9,716,818.71 was distributed to the counties as their share of motor vehicle revenues for the month of March, 1990.

On April 9, 1990, \$ 6,184,698.56 was distributed to the cities for the month of March, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of April, 1990


Douglass R. Goldbach, Controller
Highway Division

- 9165 -

AN EQUAL OPPORTUNITY EMPLOYER

MINUTES
OF THE
OREGON TRANSPORTATION COMMISSION
MEETINGS
JUNE 18 and 19, 1990

At 2 p.m. on June 18, 1990, the Oregon Transportation Commission met in Room 122 of the Transportation Building in Salem to discuss the 1991-1993 budget. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning
and Communications
Donald E. Forbes, State Highway Engineer
William Anhorn, Deputy State Highway Engineer
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Paul Meyerhoff, Administrator of Aeronautics Division
Fran Neavoll, Commission Services

There were other persons present.

Virlena Crosley, ODOT Budget Officer, said the purpose of this meeting is to gain the Commission's approval of each of the Division's proposed 1991-93 budget request. She mentioned the focus will be primarily on the decision packages, since the base budget supports existing programs.

Ms. Crosley said the dollar amounts shown in the handouts are rough cut primarily because final personal service costs will not be calculated by the Executive Department until July. She stated that the full-time equivalent positions requested should be firm numbers.

Ms. Crosley explained that approval by the Commission will be requested of the policy recommendations that the decision packages support. She stated that some of the legislative concepts were not approved or were modified by the Governor's Office and the Division Administrators would update the Commission on what that means to the decision packages.

Ms. Crosley said additional information on the decision packages had previously been mailed to the Commission. (Copy in Commission's files, Salem.)

Dave Lutz, Economist, provided the 1991-93 summary revenue projections for each of the Divisions. His comments are summarized as follows:

The national economic forecast calls for slower growth in real Gross National Product over the next four years.

(Continued on next page)

Personal income growth is expected to slow after two years of rapid growth.

Oregon's population is expected to continue growing at a rate well above the national average.

Total non-farm payroll employment growth is expected to slow dramatically from the rapid pace of the last three years.

Employment growth in the timber-based industries is expected to be negative for the next several years as the public timber harvest is reduced in response to the spotted owl conservation strategy.

Significant slowing is predicted for wholesale-retail trade sector.

HIGHWAY DIVISION

After rising by \$155 million in the current biennium, revenue is expected to increase by \$75 million in the 1991-93 biennium.

Motor vehicle fuel consumption is expected to increase over the next few years after seven quarters of flat growth during 1988 and 1989.

The vigorous growth in motor carrier activity over the past seven years is expected to slow over the next few years as trade industry growth slows and the wood products industry declines.

MOTOR VEHICLES DIVISION

After rising by over five percent in the current biennium, selected business transactions are expected to increase by nearly two percent during the 1991-93 biennium.

Net revenue from vehicle registration fees transferred to the Highway Division is up by 52 percent in the current biennium compared to 1987-89.

CENTRAL SERVICES DIVISION

After rising by nearly 58 percent in the current biennium, revenue is expected to increase by over 12 percent during the 1991-93 biennium.

(Continued on next page)

AERONAUTICS DIVISION

After rising by \$1.2 million in the current biennium, revenue is expected to increase by \$0.6 million in the 1991-93 biennium.

Taxable jet fuel consumption is expected to grow by nearly six percent in the 1991-93 biennium compared to the 1989-91 biennium.

Aviation gasoline consumption is expected to remain flat over the next four years.

PUBLIC TRANSIT DIVISION

After falling by \$2.4 million in the current biennium, revenue is expected to decline by over \$0.1 million in the 1991-93 biennium.

(For additional information, see written document in Commission's files, Salem.)

Mr. Moomaw said one of the questions raised by the Commission last month was why the Division did not include interest in the loan amounts for the data processing equipment. He asked Doug Manthe to discuss this issue with the Commission.

Doug Manthe handed the Commission a document entitled System Replacement Highway Fund Loan Schedule. The document was for Fiscal Years 1992 through 2006 with totals as follows:

Drive Replacement Expenditures	\$ 7,750,000
System Replacement Expenditures	\$25,000,000
Increased Fees to Pay for Replacements	\$46,349,933
Payment Applied to Principal	\$32,750,000
Payment Applied to Interest at 7.6%	\$13,599,933
Highway Fund Balance	0

The handout included a 1991-93 funding strategy. Mr. Manthe said this would mean a \$1 increase in the driver license renewal program. The Commission agreed to include interest. (Handouts in Commission's files, Salem.)

Mr. Moomaw said another question was why the Division did not use other State's software/hardware systems. He said the staff is currently visiting other States and he hoped to take advantage of what is learned from the other States.

Mr. Moomaw mentioned there could be an adjustment to their budget in August or September due to the hiring of temporary students to reset their time standards that would reflect all of the changes from the previous legislative session.

The Commission approved the following Motor Vehicles Division budget request:

**MOTOR VEHICLES DIVISION
1989-91 BUDGET AND 1991-93 PROPOSED BUDGET REQUEST**

	<u>1989-91</u>	<u>1991-93</u>	
RESOURCES			
BEGINNING BALANCE	0	0	
EXISTING FEES FOR SERVICES	58,585,891	57,760,000	
INCREASES IN FEES FOR SERVICES	0	19,627,897	
REGISTRATION AND USE PERMIT FEES	24,343,712	25,889,682	
FEES DEDICATED TO SPECIAL FUNDS	3,026,735	3,815,000	
FUELS TAX	1,835,779	2,010,343	
FEDERAL HIGHWAY ADMIN GRANT	613,323	300,000	
LOANS FROM HIGHWAY FUND FOR DRIVE REPLACEMENT	0	2,463,040	
MAJOR SYSTEMS REPLACEMENT	0	148,153	
TOTAL RESOURCES		88,405,240	112,014,125
REQUIREMENTS			
ADMINISTRATION DECISION UNIT			
BASE BUDGET	29,207,338	30,829,146	
BASE BUDGET EXCEPTION		944,677	
S&S Exceeding 9 1/2%			
DECISION PACKAGES		39,056	
Staffing Increase		129,913	
Program Support		77,281	
Capital Outlay			
ADMINISTRATION DECISION UNIT TOTAL		29,207,338	32,020,073
LICENSING DECISION UNIT:			
BASE BUDGET		61,351,843	
Other Funds	56,576,935	300,000	
Federal Funds	613,323		
BASE BUDGET EXCEPTION		871,055	
S&S Exceeding 9 1/2%			
DECISION PACKAGES:		3,648,136	
Staffing Increase		98,414	
Program Support		1,792,685	
Facilities		403,820	
Training		163,374	
Highway Safety		51,726	
Reclassifications		(827,000)	
Reduced Certified Mail			
LICENSING DECISION UNIT TOTAL		66,576,935	67,554,052
Other Funds		613,323	300,000
Federal Funds			
ENDING BALANCE	0	2,000,000	
RESERVE FOR NEW LEGISLATION	0	2,040,000	
RESERVE FOR SALARY INCREASES	0	4,600,000	
RESERVE FOR DRIVE REPLACEMENT	0	3,500,000	
RESERVE FOR MAJOR SYSTEM REPLACEMENT	0		12,140,000
TOTAL ENDING BALANCE		0	112,014,125
TOTAL REQUIREMENTS		86,397,596	0
SURPLUS AMOUNT AVAILABLE FOR FUTURE NEEDS		2,007,644	

June 18, 1990

Mr. Forbes explained that the Highway Division revenue increase (two-cent gas tax increase in January 1992 and again in 1993, plus equivalent increase in weight-mile taxes) would support \$53 million in additional construction projects during the 1991-93 biennium. The majority would be spent on construction contracts (services and supplies). He said the allocation of the \$53 million is as follows:

Contract Payments	\$45,000,000
Construction Engineering	\$ 3,600,000
Preliminary Engineering	\$ 4,400,000

Mr. Forbes said the \$3,000,000 shown in the capital construction portion of the budget is allocated for the following maintenance facilities:

Cascade Locks (completion)	\$ 1,005,000
Government Camp (completion)	\$ 325,000
Drain (completion)	\$ 550,000
Moro (completion)	\$ 150,000
Albany (completion except crew building)	\$ 610,000
La Grande (completion)	\$ 300,000
Meacham (new)	\$ 60,000

Mr. Forbes explained that the funding for the materials testing primarily relates to inspection of materials for highway construction.

Mr. Forbes advised the Commission that included in the budget is \$1 for the Region 1 Office and \$1 for the Region 3 Office. He said a detailed analysis has not been completed on the sites but there appears to be reasons to reconstruct or relocate both offices in the next biennium. He said that listing \$1 in the budget will provide the mechanism to appear before the Emergency Board if such a request is necessary.

Mr. Forbes said the issue of personnel officers in the Region Offices would be discussed by Judy Gregory. He mentioned he did support this request as presently the Region Safety Officers are performing personnel duties rather than safety-related functions. Vice Chairman Whitty expressed concern that if there are personnel officers in the field offices, the staff in Salem should be less.

Mr. Forbes indicated that written information had been provided in the mail to the Commission concerning the other decision packages on weighmasters operations, maintenance management system, fleet replacement, and bridge seismic/scouring. The decision packages concerning central air and passenger elevator update in the Transportation Building would be explained by Judy Gregory.

The Commission approved the following Highway Division budget:

**HIGHWAY DIVISION
1989-91 BUDGET AND 1991-93 PROPOSED BUDGET REQUEST**

	1989-91	1991-93	
RESOURCES			
BEGINNING BALANCE	101,070,000	73,373,000	
STATE REVENUE	606,976,000	674,770,000	
PROPOSED GAS TAX INCREASE		53,000,000	
FEDERAL REVENUE	326,469,000	329,000,000	
INTERNAL REIMBURSEMENTS	115,100,000	119,681,000	
TOTAL RESOURCES		1,149,815,000	1,249,824,000
REQUIREMENTS			
MAINTENANCE: MAINTENANCE BASE	222,400,000	238,754,000	
PERMITS & WEIGHMASTERS BASE	11,200,000	11,800,000	
ODOT BUILDING BASE	1,400,000	1,646,000	
DECISION PACKAGES			
Weighmasters Operations		500,000	
MMS		1,000,000	
Fleet Replacement		2,000,000	
Bridge Seismic		2,400,000	
Central Air		3,000,000	
Passenger Elevator Upgrade		60,000	
TOTAL MAINTENANCE WITH PACKAGES		235,000,000	261,160,000
CONSTRUCTION: ADMINISTRATION	34,100,000	33,000,000	
RIGHT OF WAY	26,000,000	34,000,000	
PRELIMINARY ENGINEERING	61,600,000	54,000,000	
CONSTRUCTION ENGINEERING	42,100,000	43,000,000	
CONTRACTS	500,000,000	534,172,072	
Proposed Gas Tax Increase		53,000,000	
TOTAL CONSTRUCTION		663,800,000	751,172,072
ADMINISTRATION ALL WITHIN BASE		17,600,000	16,639,926
REIMBURSABLE EXPENDITURES BASE		9,266,000	
Reimbursable Expenditures		3,716,000	
TOTAL REIMBURSABLE EXPENDITURES		8,500,000	12,982,000
DEBT SERVICE	31,700,000	28,285,000	
MATERIALS TESTING & MAINTENANCE SERVICE	115,100,000	119,681,000	
CAPITAL CONSTRUCTION PROJECTS:			
Lawnfield	100,000	5,000,000	
Maintenance Bldg	3,200,000	3,000,000	
Region 1 Office		1	
Region 3 Office		1	
OTHER PROJECT COMPLETIONS	1,242,000	4,542,000	8,000,002
TOTAL CAPITAL CONSTRUCTION			
ENDING BALANCE	0	25,000,000	
MINIMUM CASH BALANCE	0	10,004,000	
SALARY INCREASE RESERVE (4%)	0	16,900,000	
DEDICATED FUNDS		73,373,000	51,904,000
TOTAL ENDING BALANCE		73,373,000	51,904,000
TOTAL REQUIREMENTS		1,149,815,000	1,249,824,000

June 18, 1990

Mr. Forbes advised the Commission that a news conference was held on June 18 by the Oregon State Police stating that a nine-month joint investigation has been conducted by the State Police, Department of Justice, Salem Police Department, Marion County Sheriff's Office, Secretary of State, and the District Attorneys in Deschutes, Marion and Union Counties at the request of the Department of Transportation.

Mr. Forbes said the Highway Division initiated the investigation based on continued concerns from employees about possible wrongdoing in the Salem Storeroom. He said, through the investigation in Salem, there was reason to believe that similar incidents occurred in the Bend and La Grande Shops.

Mr. Forbes indicated the investigation revealed the theft of Highway Division property, official misconduct, bribery, and the misapplication of entrusted property by Highway Division personnel. At the news conference, the names of the employees who have been arrested as a result of the indictments were announced. (See News Releases in Commission's files, Salem.) He said the investigation is continuing with additional arrests expected. The employees have been placed on administrative leave with pay until sufficient information is received for administrative action.

Ms. Crosley said the Governor has not approved the decision package regarding the gas tax increase. She mentioned that the Governor has approved the Department's request for \$75 million additional bonding authority and the short-term borrowing concept.

Mr. Meyerhoff advised the Commission that the proposed budget reviewed by the Commission and Aviation Advisory Committee has been changed by the Governor's Office. Those changes are reflected in the budget documents that the Commission received. He said one specific item that the Governor deleted was the increase for jet fuel tax, and the staff is working on several options.

Mr. Meyerhoff said he would answer some of the questions asked at the last meeting by the Commission, which are summarized as follows:

- 1) The total Federal dollars that can be obtained is approximately \$10 million.
- 2) If there were additional \$100,000 in State Funding, could the Department receive more FAA funding? He said this could mean taking funding from another State Project by a local sponsor.
- 3) He handed the Commission a survey, recently done by the National Business Aircraft Association, which showed the jet fuel tax charged by every State. (Copy in Commission's files, Salem.)

(Continued on next page)

- 4) Why are air carriers exempt in California? He said common carriers are exempt in many States but pay other taxes in lieu of the jet tax.
- 5) Presently, the flyover tax generates about \$1 million in revenue.
- 6) A news article has reported a \$300 million expansion at the Portland International Airport. Is there a way the fuels tax could be tied to that? He said the answer is probably no; however, there is a possibility of working with the Port of Portland on the airport reauthorization bill that includes a passenger facility tax.

Mr. Meyerhoff reviewed the proposed increases of revenue as follows:

- 1) Simplified aircraft registration of \$69,932.
- 2) Aviation fuels tax from three cents to four cents would generate about \$81,650.
- 3) Pilot registration from \$4 to \$8 would generate about \$68,960.
- 4) \$760,000 would be generated from proposed increase in other matching funds.

Mr. Meyerhoff discussed the decision packages as follows:

- 1) Red flag maintenance projects at a cost of \$69,932.
- 2) State-owned airport improvements at a cost of \$841,650
 Aurora and Cottage Grove Airports \$800,000
 Airports that show potential for commercial air service development in the State. (See draft of priority airports in Commission's files, Salem.) Est. \$ 41,000
- 3) Search and Rescue Equipment \$68,960

The Commission approved the following budget request as presented by Mr. Meyerhoff:

**AERONAUTICS DIVISION
1989-91 BUDGET AND 1991-93 PROPOSED BUDGET REQUEST**

RESOURCES	1989-91	1991-93
BEGINNING BALANCE	302,821	417,792
LICENSES & REGISTRATION	439,304	375,732
LEASES & MISCELLANEOUS FEES	147,561	216,742
FUEL TAX	1,691,410	1,789,523
FEDERAL REVENUE	1,638,960	2,056,260
MUNICIPAL FUNDS	22,220	122,500
DOT ASSESSMENT	(104,307)	(117,930)
PROPOSED INCREASES		
Simplified A/C Registration		69,932
Aviation Fuel Tax		81,650
Pilot Registration		68,960
Generated From Proposed Increase		760,000
TOTAL RESOURCES	4,137,969	5,841,161
REQUIREMENTS		
BASE BUDGET	2,730,167	2,892,827
CAPITAL CONSTRUCTION	990,010	1,550,000
DECISION PACKAGES		
Red Flag Maintenance Projects		69,932
State-Owned Airport Improvements		841,650
Search & Rescue Equipment		68,960
TOTAL REQUIREMENTS	3,720,177	5,423,369
ENDING BALANCE		
MINIMUM FUND BALANCE	350,000	361,207
FUND BALANCE RESERVE	67,792	0
SALARY INCREASE RESERVE	0	56,585
TOTAL ENDING BALANCE	417,792	417,792
TOTAL REQUIREMENTS	4,137,969	5,841,161

Victor Dodier presented a legislative proposal and an additional decision package for the Public Transit Division as follows:

Public Transportation Funding: This proposal finances one-half of the local share of the Westside Light Rail Transit Project. The proposal diverts the first \$10 million of State cigarette tax revenue into the Regional Light Rail Extension Construction Fund. This money would be used by the Fund to repay revenue bonds issued by the Department to finance the State's share of the project. Money not required to meet annual debt service requirements will revert to the State General Fund.

Capital Assistance for Urban and Non-urban Areas: This proposal provides State matching funds for the purchase and construction of buses, bus-related facilities, and passenger amenities for public transportation operators outside of the Portland Metro Area. Cost: \$1,500,000.

Vice Chairman Whitty moved for approval of the two proposals. The motion carried unanimously by the Commission. (For additional details, see written documentation in Commission's files, Salem.)

Erik East briefed the Commission on the project development decision package to assist the Portland area on transit issues. He said the package presented last month has been changed to propose two new positions (Planner 3 and Office Specialist 2) to provide planning assistance at a cost of \$245,450. He mentioned an existing position in Salem would be transferred to the Portland office. Commissioner Ford moved for approval and the motion carried unanimously by the Commission.

Mr. Moore advised the Commission that Amtrak has told them that they cannot reinstate the service between Portland and Eugene with existing crews. He said the State of Washington is looking at a service between Seattle and Vancouver, B.C. He felt if the Vancouver, B.C., service was successful the crew could extend down to Eugene. He said negotiations are underway and he would keep the Commission advised of the results.

The Commission approved the budget request of the Public Transit Division as follows:

**PUBLIC TRANSIT DIVISION
1989-91 BUDGET AND 1991-93 PROPOSED BUDGET REQUEST**

RESOURCES	1989-91 (thousands)	1991-93 (thousands)	
BEGINNING BALANCE	901	1,392	
STATE GENERAL FUND	1,040	1,110	
CIGARETTE TAX	10,812	10,453	
LOCAL GOVERNMENT MATCH	346	379	
FEDERAL REVENUE	3,584	3,667	
OIL OVERCHARGE	959	0	
HIGHWAY DIVISION	125	130	
PROPOSED INCREASES			
State General Fund		2,291	
Cigarette Tax		10,125	
TOTAL RESOURCES		17,767	29,487
REQUIREMENTS			
DIVISION OPERATIONS	594	634	
Internship Program		38	
PUBLIC TRANSPORTATION ASSISTANCE	3,328	3,453	
Project Development		245	
Westside LRT		10,125	
Capital Assistance for Urban/Nonurban		1,500	
Amtrak Extension		448	
SPECIALIZED TRANSPORTATION ASSISTANCE	12,328	12,328	
RIDESHARE ASSISTANCE	125	130	
TOTAL REQUIREMENTS		16,375	28,901
ENDING BALANCE			
DEDICATED FUNDS	1,380	500	
MINIMUM BALANCE	12	40	
SALARY RESERVE	0	46	
TOTAL ENDING BALANCE		1,392	586
TOTAL REQUIREMENTS		17,767	29,487

Chairman Hollern called a recess at 3:30 p.m. and the meeting reconvened at 3:45 p.m.

Judy Gregory began the Central Services' budget request by saying that the funding for the Transportation Building is in the Highway Division's budget but the funds are administered by Central Services. She mentioned that at the last meeting the Commission had requested cost-benefit reports on the following decision packages:

- 1) Capital Construction: \$3,000,000 estimate for central air conditioning in the Transportation Building for a three-phase project consisting of a 1) feasibility study at an estimated cost of \$50,000; 2) design; and 3) installation of the system.

This is needed to protect the \$5.2 million computer equipment serving about 550 employees.

She said if the Commission is concerned about this proposal she suggested doing the \$50,000 feasibility study after July 1, 1991, with an option to proceed.

She said if the feasibility study comes up with other alternatives that are more acceptable, it would be brought back to the Commission for further consideration.

Commissioner Breezley felt the feasibility study should be done.

Mr. Forbes said he would be willing to fund the \$50,000 feasibility study during this biennium.

The Commission agreed to include funding in the budget for the central air conditioning, to fund the feasibility study now and to request the Emergency Board's approval, if needed. The Commission agreed the project could proceed if the study indicated the need for central air conditioning.

- 2) Passenger Elevator Update at an estimated cost of \$60,000. The current system cannot be programmed to operate the two elevators covering six floors independently.

The Commission instructed the Highway Division to fund the project during this biennium.

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- 3) Personnel Services: Improved Regional Service at a cost of \$369,984. She said by adding four Personnel Officer 2 positions in Regions 1, 3, 4 and 5, there would be a cost saving of \$377,000. She said as the positions in Salem become vacant, those positions would be studied before filling.
- 4) Mail Room Productivity Enhancement at a cost of \$70,000: Replaces current four-stage inserter with an eight-stage inserter that would enable the Mail Center to process large inserting jobs in half the time. She explained that the Centralized Mail Service Pickup provided by Garten Foundation has been changed from 4 p.m. to 1 p.m. The impact is that large mailings will have to be done even faster to meet that deadline. She said not only will this save time but temporary employees will not be needed.
- 5) Photocopy: Replacement of antiquated platesetter and engineering document copier and color and enlargement enhancement to Linotronic reprographic printing system totaling \$487,668. This package will be a direct charge to the users and the equipment will pay for itself in about three years.
- 6) Graphics: Establishes a position at a cost of \$54,891 to meet the needs of the section's clients in a more cost-effective and timely manner. This will produce a cost savings of nearly \$3,000 per biennium.
- 7) Information Systems: This package allows the Information Systems to purchase all data processing hardware and software for operating divisions. Cost: \$3,045,535. In turn, ISS will rent to the user the equipment and software. She said by extending equipment payments over a three-year period, an estimated \$858,000 can be made available for construction during the 91-93 biennium.

This package will also include \$33,500 for the Audit Review Section's payments to ISS.
- 8) Computer Aided Software Engineering at a cost of \$577,789. She said if the Highway Division is able to reduce the effort of capturing and maintaining identified duplicative data by 2% the first year and an additional 2% each year thereafter, there would be a net savings of 189,900 staff-time hours over a 10-year period. At today's personnel costs, this would save over \$3.8 million.

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9) Employee Development at a cost of \$438,800:

- a) Training package for Work Effectiveness and Process Control (key improvement component for the Gain Share Program) and Advanced Supervisory Seminar.

She explained this package has been modified since last month, and it is planned to contract out to a consultant.

- b) Career Development Program Enhancement at a cost of \$250,000. This package contains three parts: Affirmative Action Trainee Program, High School Internships and Engineering Recruitment, Job Rotations and Developmental Assignments. She said this package has also been modified from last month to eliminate a workers' compensation incentive program for managers to bring employees back to work early. The budget for Workers' Compensation Division has a reserve fund to modify job sites for getting employees back to work and they have asked the Department for a pilot program.

- c) Wellness Program at a cost of \$122,300. She felt that this program would minimize health insurance increases.

- 10) Day Care at a cost of \$0 or \$50,000. This would provide near-site child care services to Salem employees assuming benefit/cost study of pilot program ending June 1991 shows positive net benefits. She said the request for proposals for the day care provider will soon be evaluated and the provider is required to state what the charge would be per child with ODOT paying the rent and utilities.

- 11) Emerging Small Business Program at a cost of \$199,831. This program encourages and enables ESBs to compete for public improvement contracts.

- 12) Railroad consultant at a cost of \$200,000. This program will hire a consulting firm to identify, negotiate and help bring about railroad activities that will increase trade between Oregon and the rest of the world.

- 13) Position transfers: She explained that due to the decentralizing accounting document processing, the workload in the Highway Division's Salem Equipment and Storeroom Units was at a volume that required the transfer of two staff to perform these duties.

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- 14) Board of Maritime Pilots Package at a cost of \$43,624. She explained this would buy a FAX machine, allow for relocation expenses if they are required to move to the new State Office Building, and increase their Attorney General fees. She mentioned they are going to the July Emergency Board to increase a one-half position to an eighth-tenth position which will be in their base budget for this biennium.

Vice Chairman Whitty moved that the following budget for Central Services be approved as presented by Ms. Gregory. The motion carried unanimously by the Commission.

CENTRAL SERVICES DIVISION
1989-91 BUDGET AND 1991-93 PROPOSED BUDGET REQUEST

	<u>1989-91</u>	<u>1991-93</u>
RESOURCES		
BEGINNING BALANCE	1,000,000	1,752,893
ASSESSMENT	11,387,421	12,559,464
CHARGES FOR SERVICES	29,613,697	33,460,818
LOTTERY	0	200,000
FEDERAL FUNDS	<u>776,197</u>	<u>849,936</u>
TOTAL RESOURCES	42,777,315	48,823,111
 REQUIREMENTS		
ADMIN & SUPPORT SERVICES BASE	40,923,862	39,500,987
BOARD OF MARITIME PILOTS BASE	100,560	108,128
DECISION PACKAGES:		369,984
Personnel Officer Package		70,000
Mail Inserter Package		4,199,383
Internal Service Fund Package		438,800
Employee Development Package		50,000
Day Care Package		199,831
Emerging Small Business Package		200,000
Rail Marketing Package		(98,962)
Position Transfer Package		43,624
Maritime Pilots Packages		
TOTAL REQUIREMENTS	41,024,422	45,081,775
 ENDING BALANCE		
SALARY INCREASE RESERVE	0	800,159
FUND BALANCE RESERVE	<u>1,752,893</u>	<u>2,941,177</u>
TOTAL ENDING BALANCE	1,752,893	3,741,336
TOTAL REQUIREMENTS	42,777,315	48,823,111

The budget discussion ended at 4:15 p.m. Mr. Bothman suggested since there was time before the dinner meeting that the presentation on the State Agency Coordination Program and LCDC transportation rule be made at this time.

Brian Gregor, Transportation Analyst/Land Use, began by saying the State Agency Coordination Program can be thought of as a State agency's plan for complying with the statewide planning program. He proposed that the Commission adopt the Program in August for submittal to the Department of Land Conservation and Development by September 1. He said this is necessary in order to meet the statutory requirement of certification by the Land Conservation and Development Commission by the end of the year. He mentioned this is a follow-up to the Commission's briefing at their May 15, 1989, meeting.

Mr. Gregor gave a background on Oregon's land use program, benefits of improved coordination, what is being done, and schedule for adopting SAC Program.

Mr. Gregor said the three foundations for improved coordination are:

LCDC Transportation Planning Rule
Unified Transportation Plan
State Agency Coordination Program

Mr. Gregor said the LCDC Transportation Planning Rule clarifies the following:

- Requirements for transportation planning under the Statewide planning goals.
- Requirements for local comprehensive plans to be consistent with State transportation plans.
- Requirements for coordination of land use plans and transportation plans.

Mr. Gregor stated that the Unified Transportation Plan does the following:

- Carries out the mandate in ORS 184.618 for developing a Statewide Transportation Plan.
- Incorporates the Division plans into the overall State Transportation Plan.
- Establishes the State Transportation Plan with which local plans need to be made consistent during periodic review.

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Mr. Gregor mentioned that the State Agency Coordination Program does the following:

- Identifies which ODOT programs are land use programs and which are not.
- Adopts procedures for carrying out ODOT programs in compliance with the statewide planning goals and in a manner compatible with acknowledged comprehensive plans.
- Establishes how ODOT will work to incorporate its plans into local comprehensive plans.

Mr. Gregor commented that the Transportation Planning Rule would clarify Goal 12 and other applicable Statewide goals by addressing what is necessary to:

- Adopt a transportation plan to carry out Goal 12 and to comply with other relevant statewide goals.
- Coordinate a local comprehensive plan, including its transportation plan element with ODOT.
- Comply with goals when siting new or improved highway projects on rural lands.

Mr. Gregor outlined the unified transportation plan structure by elements for each modal plan for the various Divisions, sections, and listed examples. (Copy of chart in Commission's files, Salem.)

Mr. Gregor said the schedule for developing the transportation planning rule is:

- May: Proposed concepts for rule developed.
- June: Concepts reviewed with cities, counties, and interested groups.
- July: Concepts revised and presented to LCDC.
- Aug.-Sept.: Proposed rule developed from the concepts.
- Oct.-Dec. 1990: LCDC review and hearings on the rule.

Mr. Gregor outlined the coordination requirements and the components for the State Agency Coordination Program. He said the Department does have a SAC Program that was adopted in 1983; however, since that time the statute has been changed and LCDC has adopted new rules as to what the plans must include.

(Continued on next page)

Mr. Gregor advised the Commission of the schedule for action on the State Agency Coordination Program as follows:

- June 19: Commission Workshop
- July 17: Commission approval of draft SAC Program and Rule for distribution and hearing.
- August 13: Hearing on SAC Program and Rule.
- August 21: Update Commission on results of hearing.
Request concurrence and delegation of authority to sign.
- August 30: Adoption of SAC Program and Rule.
- September 4: Submit adopted SAC Program and Rule to LCDC.
- December: LCDC certification of SAC Program and Rule.
1990

The Commission agreed to the schedule as presented. (Copy of Mr. Gregor's presentation in Commission's files, Salem.)

There being no further items to discuss, Chairman Hollern adjourned the meeting at 4:45 p.m.

At 7 p.m., June 18, 1990, the Oregon Transportation Commission held a dinner meeting with the Oregon Traffic Safety Commission at the Keg and Platter Restaurant, 3675 Market Street N.E., Salem. (Notice of the dinner had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning and Communications
Donald E. Forbes, State Highway Engineer
William Anhorn, Deputy State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Fran Neavoll, Commission Services

Walter Pendergrass, Chairman, Traffic Safety Commission
Rollie T. Pean, Vice Chairman, Traffic Safety Commission
John Ross, Member, Traffic Safety Commission
Dr. John R. Tongue, Member, Traffic Safety Commission
Kay Glazer, Member, Traffic Safety Commission
Gil Bellamy, Administrator, Traffic Safety Commission

There were other staff members present.

Chairman Hollern said the purpose of the dinner meeting was to enhance the exchange of information and to create a better understanding between the two Commissions and staff concerning traffic safety.

Gil Bellamy addressed the group and said that traffic safety is being considered as the number one priority nationwide. He told of some of the activities involving traffic safety that have been initiated in Oregon, such as computer mapping, video logging, assistance to locals, and the first-respond program. Over the years, he said, the Department of Transportation and the Traffic Safety Commission have worked together and coordination has played a major part in this program. He said a difference can be made in traffic safety if the Federal, State, local, and private groups work together.

Larry Christianson explained his role concerning traffic safety in the Department of Transportation. He said the Department's third goal is to bring safety to at least the upper one-third of all the States. He mentioned the Department strives for a transportation system that is well-maintained and safe for the motoring public.

Mr. Christianson told of several of the Department's traffic safety programs, such as: public information hotline campaign, Give 'Em A Brake Campaign, and the provisional and commercial driver license program. He said the Traffic and Research Sections are working for a safer highway through the latest methodology and technology available.

Mr. Christianson closed by saying he felt it was important that the State Police, Public Utility Commission, Department of Transportation, Traffic Safety Commission, and private organizations form a coalition to enhance traffic safety. He said the Department's goal can be accomplished with cooperation from all of these agencies.

It was mentioned that John Tongue is circulating petitions in order to place on the November ballot legislation requiring mandatory seat belt use.

The dinner meeting adjourned at 8:05 p.m.

On June 19, 1990, the Oregon Transportation Commission held its regular monthly meeting in the Conference Room (122) of the Transportation Building in Salem beginning at 8:30 a.m. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Roger L. Breezley, Member
Robert N. Bothman, Director of Transportation
Judy Gregory, Assistant Director for Administration
John Elliott, Assistant Director for Strategic Planning
and Communications
Donald E. Forbes, State Highway Engineer
Paul Meyerhoff, Administrator of Aeronautics Division
Dennis Moore, Administrator of Public Transit Division
David P. Moomaw, Administrator of Motor Vehicles Division
Richard Fairbrother, Division Administrator, Federal
Highway Administration
Don Adams, Region 1 Engineer
Bob Pool, Region 2 Engineer
Dale Hormann, Assistant Attorney General for the Department
of Transportation
Fran Neavoll, Commission Services

There were other staff persons present.

Commissioner Bolender moved for approval of the following items on the consent calendar. The motion carried unanimously by the Commission.

- 1) Minutes of the May 14 and 15, 1990, meetings.
- 2) Adopted a resolution declaring necessity of certain real property for public purposes and authorizing condemnation. (Real Property Condemnation Resolution No. 2823 in Commission's files, Salem.)
- 3) Adopted a resolution designating a section of Hood River Road No. 407 (Old Columbia River Highway) as a portion of the Mosier-The Dalles Highway No. 292 in Wasco County. (Secondary Highway Designation Resolution No. 89 in Commission's files, Salem.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission's files, Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
Interim Deputy Director	Exhibit D
State Highway Engineer	Exhibit E
Program Manager	Exhibit F
Traffic Engineer	Exhibit G
Right of Way Manager	Exhibit H
Planning Engineer	Exhibit I
Office of Operations, Maintenance/Construction Engineer	Exhibit J
Region 3 Engineer	Exhibit K
Engineer of Materials and Research	Exhibit L
Aeronautics Administrator	Exhibit M
Assistant Attorney General	Exhibit N
Highway Controller	Exhibit O

The Commission unanimously confirmed their next meeting dates of July 16 and 17, 1990, in Burns. Mr. Elliott outlined the tentative schedule as follows:

July 16: Arrive in Burns
2:30 p.m.: Two-hour tour of area
Dinner with local officials
July 17: Formal meeting at 8:30 a.m.
Noon luncheon with Harney County

The Commission tentatively scheduled a phone meeting for August 21, 1990.

Mr. Bothman mentioned that in the interview process for the new Administrator of the Aeronautics Division, the two Interviewing Committees unanimously identified the need for an Assistant Administrator for the Division. He said the need exists as presently 2,425 administrative unpaid overtime hours were worked during the past twelve months. In addition, the Committee saw the necessity for an expanded role for the Division to enhance economic development in the State and to provide services and programs to benefit Oregon's aviation, business, and local communities.

Mr. Bothman said it is necessary to go to the July Emergency Board to establish one full-time Assistant Administrator (Principal Executive Manager E) position, pay range 31-32, effective August 1, 1990, and to increase the personal service expenditure limitation by \$53,318 for this position. Commissioner Ford moved for approval and it was seconded by Commissioner Breezley. The Commission unanimously approved appearing before the Emergency Board for this position.

Mr. Forbes advised the Commission that the 3-E Awards Program (efficiency, economy, and excellence) had been changed this year to recognize more than two employees each year. He said 14 employees were recognized statewide from management and nonmanagement. He said in the audience were three of those employees and he introduced Dave Ringeisen, Kamal Kamadoli, and Chris Levy. A list of the 1990 outstanding employees are:

Management

Erik Ingebretson, Right of Way, Region 1
Ernie Phillips, Safety Officer, Region 2
Jerry Hakes, District 7, Region 3
Richard Steyskal, Project Manager, Region 4
James King, Ukiah Section Supervisor, District 12, Region 5
Dave Ringeisen, Planning Section, Administrative Branch
Kamal Kamadoli, Bridge Section, Project Development Branch

Nonmanagement

Michele Thom, Project Manager Schalk's Office, Region 1
Forest Magden, Tillamook Maintenance Crew, Region 2
Frank Stevens, Project Manager Busey's Office, Region 3
Ron Shartner, Geology Office, Region 4
Larry Warburton, Heppner Assistant Supervisor, District 12, Region 5
Chris Levy, Planning Section, Administrative Branch
Jack Cartwright, Right of Way, Project Development Branch

Mr. Bothman said that a resolution to consider elimination of Oregon's airline flyover tax was on the agenda. He mentioned the Department of Revenue is now working on this issue and it will be taken care of administratively. He recommended that the Commission not take action on this resolution at this time. The Commission agreed and no action was taken.

Mr. Meyerhoff requested approval of a financial aid to municipalities program grant to the City of North Bend to assist in funding an air service analysis to determine the feasibility of increased scheduled air service in the amount of \$4,500. He said the total cost of the study will be approximately \$9,000. He stated the City is desirous of improved scheduled air service to the North Bend Municipal Airport to serve not only North Bend, but the southwest coastal region of Oregon. Vice Chairman Whitty moved for approval. The motion carried unanimously and the Commission authorized the Aeronautics Administrator to sign the necessary grant agreement.

Mr. Meyerhoff recalled that the Commission at its April 17, 1990, meeting had approved the 1991 legislative concepts as presented, contingent upon review and support of the Aviation Advisory Committee. He said the Aviation Advisory Committee has approved the concepts and he was asking final approval of the Commission.

Mr. Meyerhoff advised the Commission that the Governor's office had not approved the following concepts:

Exempts businesses located on State-owned airport property from property tax.

Increases offense for prohibited aircraft operation.

Establishes implied consent for blood-alcohol testing of aircraft pilots.

Mr. Meyerhoff said he would report back to the Commission as to why the Governor's office had not approved the two alcohol-related concepts. The Governor's Office felt that the concept exempting businesses located on State-owned airport property from property tax could be handled under an administrative procedure. Mr. Meyerhoff said he would work with the Department of Revenue on that concept.

Mr. Meyerhoff mentioned that the Governor's office had modified the concept regarding the aircraft fuel taxes. He said the portion of the concept increasing the aviation gasoline tax was approved from three cents to four cents per gallon. The portion of the concept concerning jet fuel tax was removed.

Mr. Meyerhoff said the concept increasing the pilot registration fees was approved by the Aviation Advisory Committee from \$4 to \$8.

Chairman Hollern asked that the Commission be kept advised of the two concepts relating to alcohol.

Commissioner Bolender moved for final approval of the concepts as modified. The motion carried unanimously by the Commission. (See Commission's files for list of concepts and April 17, 1990, minutes.)

Russ Graham, Assistant Administrator, Field Services Branch Manager, stated that the Motor Vehicles Division has been seeking a new location for the Astoria Field Office since April 1984. He mentioned that the office has become inadequate and inefficient. He said a search for the location which met the Division's requirements and satisfied the planning regulations of the City of Astoria proved unsuccessful until 1986. He gave an update of the developments since that time.

Mr. Graham said the final site and building plans were approved by the Division and the City of Astoria in January 1989; however, construction was postponed until leaking underground storage tanks could be removed and soil contamination abated. Bids were received in May 1990 for a new office and the Division estimates that construction costs will exceed the balance of its capital construction limitation by \$166,674. He said the Division needs to proceed with the project at this time because the construction bids received are binding only until July 31, 1990. (With this increase, the total cost of the building would be approximately \$450,834.) In addition, delay beyond that time may prevent the project from being accomplished during the 1990 construction season.

Mr. Graham requested approval to appear before the July Emergency Board for an increase of \$166,674 in the Motor Vehicles Division's Other Fund Capital Construction Expenditure Limitation to resume construction of the Astoria field office. Commissioner Breezley moved for approval and the motion carried unanimously by the Commission.

Victor Dodier of the Public Transit Division explained that the Small City and Rural Area Program provides capital matching grants to meet the needs of public transportation systems outside of the Portland, Salem, Eugene, and Medford urbanized areas. These grants contribute 90% toward capital purchase projects using funds from Section 18 of the Urban Mass Transportation Act and the oil overcharge settlements (stripper well).

Mr. Dodier said the Division has received twelve applications for this program and he recommended approval of six projects. He said, upon approval by the Commission, the Division would apply to the Federal Government for both the Section 18 and Stripper Well Funds. He requested that the Commission approve the projects, grant authority for the Division to apply to the U. S. Department of Energy and the U. S. District Court for the District of Kansas for the Stripper Well Funds, and grant authority to the Division to enter into agreements with local governments to undertake the projects. Vice Chairman Whitty moved for approval. The motion carried unanimously and the Commission approved the following projects:

<u>Applicant / Project</u>	<u>Estimated Cost</u>	<u>Cumulative Cost</u>
Grant County Purchase one 15-passenger van with modified seating [Replaces one van]	\$ 20,000	\$ 20,000
City of Corvallis Purchase two lift-equipped 35-foot diesel buses with mobile radios [Replace two small buses]	\$ 380,000	\$ 400,000
City of Woodburn Purchase one 15-passenger lift-equipped paratransit bus with radio [Replace one Wide-One van]	\$ 31,000	\$ 431,000
City of Albany Purchase two 26-passenger lift-equipped diesel buses with mobile radios [Replaces two buses]	\$ 300,000	\$ 731,000
Yamhill County/Chenahlem Valley Purchase one lift-equipped 24-passenger small bus with brake retarder, air conditioning and farebox [Replace one small bus]	\$ 53,700	\$ 784,700
Rogue Valley Transportation District Purchase two lift-equipped 35-foot 40-passenger diesel buses [Replace two buses]	\$ 380,000	\$ 1,164,700
Sources of Funding:		\$1,048,230
Small City Capital Assistance (90 percent) (UMTA Section 18 and Stripper Well)		\$ 116,470
Local matching contribution (10 percent)		\$1,164,700
Total		

Erik East, Chief Planner, requested approval of the Public Transit Division's Planning and Fleet Management Program in concept and authority to set aside funds for grants to support this effort. He said the Division has worked with transit providers to build support for a new Planning and Fleet Management Program which would overcome some of the deficiencies of earlier planning efforts. He said this would address a number of concerns. This effort will allow the Department to accurately measure statewide capital needs and to consolidate some of the discretionary programs so that the vehicle replacement grant awards can be handled on a uniform basis. Commissioner Ford moved for approval of the request. The motion carried unanimously by the Commission approving the following action:

- 1) Approved in concept the Planning and Fleet Management Program objective as described in the program outline shown below.
- 2) Set aside \$55,000 in Special Transportation Fund discretionary account monies for accomplishing Phase 1- Inventory and Fleet Management objectives. Granted authority to the Division to enter into and sign agreements for grants of up to \$5,000 per county/district on a sliding scale based on population.
- 3) Set aside \$60,000 in Small City and Rural Area Program funds for local planning grant requests which are in hand or are anticipated shortly.

PUBLIC TRANSIT DIVISION PLANNING AND FLEET MANAGEMENT PROGRAM

1. Planning Background

The Public Transit Division has been developing transit plans and programs based on local transit needs. Historically, PTD has produced statewide transit plans for the last several bienniums using ODOT Policy and Planning, Portland State University and private consultants to accomplish the actual work. Those plans were effective in answering some of the fundamental macro questions about transit and were very helpful in scoping the agency's objectives. They also served as the basis for legislative advocacy for transit funding. Some of the agencies most successful programs had their origins in these early planning efforts.

A critical analysis of these early planning efforts however, shows that transit services and capital needs are constantly changing, while the plans themselves are snap shots. It was also difficult to draw conclusions on needs for the state as a whole, because in some areas the needs were never properly defined.

(Continued on next page)

2. The Need For Planning

The Public Transit Division has designed a planning and fleet management program in cooperation with public transportation providers throughout Oregon. We are proposing this effort to address several critical concerns:

- a. There is a need to develop a Transit Capital Improvement Program that parallels the Highway Six Year Program.
- b. There is an increasing demand to develop long range solutions to transportation related congestion, land use, and environmental issues of which public transportation is an important element.
- c. There is increasing competition for PTD discretionary funds that are used to fund public transportation solutions.
- d. A public transportation fleet of an estimated 1500 vehicles represents a major capital investment which must be renewed as the vehicles wear out.
- e. There is an increasing awareness on the part of the transit industry of the need for more effective coordination and planning at the state and local level.
- f. There are several sources of PTD discretionary funding, each with its own requirements. Appropriate funding decisions are more critical as additional funds become available.
- g. There is a need to coordinate and consolidate resources in order to improve effectiveness of the public transportation programs.

These complexities make it important to have statewide processes built on consistent locally developed base data regarding vehicles. It has become more difficult to make complex discretionary funding decisions without data that gives an accurate regional and statewide picture.

3. Objectives of the Planning and Fleet Inventory Program

The following are objectives PTD hopes to achieve through the Planning and Fleet Management Program:

- a. Increased regional coordination of public transportation resources.
- b. Gradual building of a statewide composite of regional priorities, problems and proposed solutions.
- c. Efficient use of available funds.
- d. Increased consideration of local priorities in the discretionary funding process.
- e. A six year capital improvement plan for vehicle management and replacement decisions.

4. Phase One - Fleet Inventory

Phase One would develop comparable information statewide on vehicle age, condition, and other factors indicative of replacement need. PTD proposes that up to \$55,000 in funds to be set aside from the STF Discretionary Grant Fund to assist counties and districts in accomplishing this activity. PTD would pay local governing bodies from \$1,000 to \$5,000 (one time only, allotted by population) to accomplish this task in a format supplied by PTD. We anticipate completion of this task by the end of 1990. Local agencies would be required to complete this task before filing any future Discretionary Grant applications.

The work would be done at the local level in order to enlist local support for the effort and ensure that local governments have an incentive for keeping the information accurate and current.

(Continued on next page)

5. Future Phases

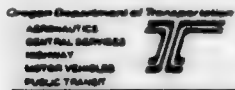
The transit industry traditionally recognizes certain fundamental priorities in a revenue constrained environment. These are:

- a. Need to maintain services over the long run (operating costs).
- b. Need to replace capital investments as they wear out (vehicle and facility replacement costs).
- c. Need to expand services and facilities when and where warranted (expansion cost).

PTD envisions subsequent planning efforts dealing with: 1) creation of new districts; 2) operating and expansion needs; and 3) funding regional transportation coordination efforts with provider focus. These plans typically address transit service and facility expansion, multi-modal needs, land use, and environmental issues. These efforts would produce recommended transportation development programs locally and allow for multi-modal planning at the state level. PTD will pursue these efforts as levels of funding allow. At this time we are proposing a set-aside of \$60,000 in Small City and Rural Area funds to fund immediate needs. Specific grants would be conditional on approval by the Transportation Commission.

Mr. East requested approval of a planning grant to Deschutes County using \$16,000 from the Small City and Rural Area Program and \$4,000 in local funds. He said the Division has received a request from the County for a planning grant to develop a transportation improvement plan. This planning effort would assist the County as it attempts to improve transit services for the general public and services to the elderly and handicapped. Vice Chairman Whitty moved for approval of the request. The motion carried unanimously and the Commission authorized the Division Administrator to sign the necessary contract.

Larry Christianson presented for the Commission's consideration a proclamation urging Oregonians to support the safety seatbelt initiative in an effort to place it on the November ballot. Vice Chairman Whitty moved for approval and the Commission unanimously approved the following proclamation:




TRANSPORTATION COMMISSION

PROCLAMATION

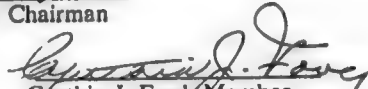
- WHEREAS: Last year in Oregon, 624 people died in street and highway crashes; 89 percent of those in motor vehicles were not wearing safety belts; and
- WHEREAS: Roadway trauma is the leading cause of death and injury for all Oregonians up to age 35--with more than 35,000 injuries in 1989, in addition to the fatalities; and
- WHEREAS: The Journal of the American Medical Association states 49 percent of people injured in crashes who were not using safety belts cannot pay their medical bills. The cost to each Oregon taxpayer is conservatively estimated to be \$200 to \$400 per year in added taxes, insurance costs, acute health care costs, and productivity losses; and
- WHEREAS: The most convincing proof of safety belt effectiveness comes from the 36 states which already enforce safety belt laws. All 36 states have reported significant drops in traffic fatalities and serious injuries. Oregon's 1989 highway fatality rate is 41 percent higher than Washington, where enforcement began in 1987.
- NOW
THEREFORE: Be it resolved that we, the members of the Oregon Transportation Commission join with Oregon's medical community, state, county, and city government, business and industry leaders, and concerned citizens statewide to urge Oregonians to support the Safety Belt Initiative in the effort to place it on the November ballot.

IN WITNESS WHEREOF, we each hereunto set our hand. Done at the Transportation Commission regular monthly meeting in the City of Salem and the State of Oregon, on this day, June 19, in the year of our Lord, One Thousand Nine Hundred Ninety.


Michael P. Hollern, Chairman


John W. Whitty, Vice chairman


David F. Bolender, Member


Cynthia J. Ford, Member


Roger L. Breezley, Member

731-0266(3-89)

(Original signed Proclamation in Miscellaneous Resolution
File No. 277 in Commission's files, Salem.)

June 19, 1990

- 9193 -

Judy Gregory requested approval of contracts for independent contractors for personal and professional temporary services for the various Divisions. The time period covered by these contracts will be July 1, 1990, through June 30, 1992, and the cost will not exceed a total of \$1.2 million. Commissioner Ford moved for approval and the motion carried unanimously. The Commission authorized the Director to sign the necessary contracts.

Mr. Forbes mentioned that the Bicycle Advisory Committee is recommending administrative rules and guidelines be adopted concerning bicycle racing on the State Highway System. He said that bicycle racing is becoming more popular each year, but criteria has never been established. Notice of the proposed action was published in the Secretary of State's Bulletin on May 15, 1990, and no requests for a hearing were received. Vice Chairman Whitty moved for adoption of the administrative rules and the guidelines (OAR 734-20-155 through OAR 734-20-170). The motion carried unanimously by the Commission. (See Administrative Rule No. 359 in Commission's files, Salem. The rule will be filed with the Secretary of State on June 29, 1990, and effective that date. The Rule will also be published in their Administrative Rule Bulletin on August 1, 1990.)

Mr. Forbes requested approval of agreements to provide Federal pass-through funds to metropolitan planning organizations to carry out ongoing transportation planning under the 3C planning process for Fiscal Year 1991. The distribution of these funds is as follows:

<u>Urbanized Area</u>	<u>Federal Funds</u>	<u>State Match</u>	<u>Total</u>
Medford-Central Point	\$ 41,184.25	\$ 5,064.21	\$ 46,248.46
Eugene-Springfield	\$ 84,011.84	\$10,330.49	\$ 94,342.33
Salem-Keizer	\$ 85,823.72	\$10,553.28	\$ 96,377.00
Longview-Kelso-Rainier	\$ 890.50	\$ 109.50	\$ 1,000.00
Portland	<u>\$213,280.28</u>	<u>\$26,225.92</u>	<u>\$239,506.20</u>
TOTALS	\$425,190.59	\$52,283.40	\$477,473.99

For the Portland area, an additional \$150,000 of state funds is obligated for direct project funding. In addition, Highway Planning and Research (HPR) funding total of \$192,588.43 is provided and consists of \$171,500 federal HPR funds as the federal portion and \$21,088.43 as the Metropolitan Service District matching money. The federal HPR monies are Interstate Transfer funds to be used for highway planning and research.

Commissioner Breezley moved for approval. The motion carried unanimously by the Commission and authorized the State Highway Engineer to sign the necessary agreements with Rogue Valley Council of Governments, Lane Council of Governments, Mid-Willamette Valley Council of Governments, Cowlitz-Wahkiakum Governmental Conference, and Metropolitan Service District.

Mr. Forbes requested approval to enter into a personal services contract for preliminary engineering and final design on the I-5 at Highway 217-Kruse Way Interchange, Unit 1 Project, Pacific Highway, in Washington and Clackamas Counties. This project was advanced from the 1991-96 Highway Improvement Plan from development in Fiscal Year 1993 to construction in Fiscal Year 1993 using discretionary funding. To adhere to this new accelerated schedule and to meet the obligations for other State projects, it is necessary to use the services of a consulting engineering firm at an estimated cost of \$1,900,000. Vice Chairman Whitty moved for approval, contingent upon approval of the Six-Year Program. The motion carried unanimously and the Commission authorized the State Highway Engineer to sign the necessary contract.

At the request of Mr. Forbes, Commissioner Ford moved for approval of increases in project authorizations on the following contracts and the motion carried unanimously:

- 1) Contract No. 10,867, NCL Jacksonville-Riverside Section of the Jacksonville Highway, Jackson County, in the amount of \$39,354 (10.2 percent increase).
- 2) Contract No. 10,872, District 5 Overlay Project in Lane County, in the amount of \$208,400 (33% increase).

Mr. Forbes said there are three increases in project authorizations that were not listed on the agenda, and he requested approval. Commissioner Breezley moved for approval. The Commission approved increases in project authorizations on the following contracts:

- 1) Contract No. 10,575, Dixie Summit-Austin Junction Section, John Day Highway, Grant County, in the amount of \$220,000 (6% increase).
- 2) Contract No. 10,737, Timberline Highway-Snowbunny Road Section, Mt. Hood Highway, Clackamas County, in the amount of \$931,166 (19.3% increase).
- 3) Contract No. 10,840, Emergency Slide Correction on Pelton Dam Road-Rimrock Ranch Road Section, The Dalles-California and Warm Springs Highways, Jefferson County, in the amount of \$500,000 (16% increase). Mr. Forbes said he would provide at the July meeting an update with alternatives.

Mr. Forbes recalled that in January 1990 the Commission adopted Temporary Administrative Rule No. 355 covering the 1988 Edition of the Manual on Uniform Traffic Control Devices, the 1990 Oregon Supplements to the Manual, and the 1990 Oregon State Highway Division Signing and Flagging Standards for Short-Term Work Zones as Oregon's manual and specifications (required by ORS 810.200). He said the need for this temporary rule was to allow corrections for any shortcomings discovered during use of these new documents prior to final adoption by permanent rule. No corrections have been found to be necessary, and he recommended adopting these documents by permanent rule. Notice of this action was published in the Secretary of State's Bulletin on May 1, 1990, and no requests for a hearing were received. Vice Chairman Whitty moved for approval. The motion carried unanimously by the Commission adopting the following documents as Oregon's Manual and Specifications of Uniform Standards for Traffic Control Devices by permanent administrative rule:

- 1) 1988 Edition of the Manual on Uniform Traffic Control Devices;
- 2) June 1990 Oregon Supplements; and
- 3) Oregon State Highway Division Signing and Flagging Standards for Short-Term Work Zones.

(See Administrative Rule No. 355A in Commission's files, Salem. The rule will be filed with the Secretary of State on June 29, 1990, and effective that date. It will also be published in the Secretary of State's Administrative Rule Bulletin on August 1, 1990.)

Mr. Forbes recalled that in January 1990 the Commission approved the first drafts of the Highway Division's Sign, Signal, Marking, and Illumination Policies. These first drafts were submitted for approval in conjunction with adoption of the new Manual on Uniform Traffic Control Devices. He said these policies are now in final draft form and he recommended their final approval. Commissioner Bolender moved for approval of the final policies. The motion carried unanimously. (Copies of policies in Commission's files, Salem.)

Dwayne Hofstetter responded to the Commission's inquiry of a pilot project with Economic Development Department covering a travel signs study. He said proposals have been received for the second phase of the project and a consultant will be selected soon.

Mr. Forbes said the Division will be unable to complete the Region 5 Office Building in La Grande without an additional expenditure of \$304,550. To complete the project on schedule, the Division needs authority to appear before the July Emergency Board to request an increase in the Region 5 Office Building capital construction budget. The Commission approved the request and authorized the State Highway Engineer to sign the necessary contract documents, pending approval of the Emergency Board.

At the request of the Commission, Eb Engelmann, Manager of the Environmental Section, gave a brief update on the Department's archeological procedures and funding. He said Federal and local laws require identification and protection of significant archeological sites affected by highway projects, and he outlined the process for complying with these laws. He gave examples of information revealed by the data recovery process on two projects. He said funding for this work is handled in two ways: 1) an annual allocation of \$125,000 under an ongoing interagency agreement with the University of Oregon for ground surface surveys and most subsurface site testing; 2) where the presence of archeological sites requires data recovery, the Commission is asked to approve supplemental agreements specific to provide these funds. Since 1979, there have been 12 data recoveries conducted. (Copy of written presentation in Commission's files, Salem.)

Bob Bryant of the Bend Highway Division Office updated the Commission on the proposed Bend Parkway. He said the purpose of this project is to increase the capacity and level of service through the Bend area. He said this project was in the Development Section of the 1988 Six-Year Highway Improvement Program. Ten alternates were studied, and in 1989 the Technical and Citizen Advisory Committees selected three alternates for further study. The three alternatives were: Couplet through the central part of Bend, Division Street (Parkway), and Eastside Bypass. It was decided that the Parkway Project was the best alternative and he outlined the route on a map. He said every effort will be made to limit access to the arterial. He mentioned that there is support and objection for this alternative. He commented that signing was a major issue with some of the businesses.

Chairman Hollern called a recess at 9:45 a.m. and reconvened the meeting at 9:50 a.m.

Chairman Hollern said the Commission will provide direction to the staff to prepare the final version of the Six-Year Highway Improvement Program after the public comments are heard this morning and the Program will be adopted at the July meeting. He said it is not the intent to solicit more comment after this meeting or to have more people come to the Burns meeting. The Commission agreed with the Chairman's comments.

Pauline Anderson, Multnomah County Commissioner, urged the Commission to consider the traffic impact of all the growth in the metropolitan area and to allocate resources accordingly. She said there are two projects in Multnomah County that comprise part of the JPACT vision, address transportation problems in the area, and warrant additional consideration by the Commission:

- 1) I-84 improvement (Unit 2) 223rd-Troutdale. Project identified in the proposed program with right-of-way acquisition scheduled for 1995. She requested scheduling right of way for 1993.
- 2) Hawthorne Bridge Transition Structure. She requested assistance in funding this project.

Ms. Anderson requested the Commission's leadership in determining the allocation of all HBRR Funds and requested that they be included in the Six-Year Highway Improvement Program process. (Copy of letter in Commission's files, Salem.)

State Representative Bob Pickard, Bend, said he appeared on behalf of the people of Bend and not special interest groups. He said the people of Bend do not want the Commission to approve the expenditure of a \$40 million project which will continue to guarantee the flow of truck traffic through the middle of Bend. He said citizens will place two measures on the September ballot and he predicted that a large majority of Bend and Deschutes County residents will vote negatively toward the Parkway Project. He requested the opportunity for public debate on their traffic problems and he urged the Commission to postpone a decision on the Bend Parkway Project.

Tom Throop, Chairman, Deschutes County Board of Commissioners, said that the County supports the concept of the Bend Parkway Project as the solution to the Bend area traffic problems. He said the two years of study proves that an Eastside Bypass is not the solution. He mentioned that the technical support for this project is strong at the State, County, and City and the data clearly shows the effectiveness of the Division Street alignment and the ineffectiveness of the Eastside Bypass alternative. He said the County supports the Commission's position to approve the final environmental document. He said the County accepts the responsibility to work through the process to ensure the Parkway Project meets the local comprehensive land use plans at both the City and County level and the Statewide Planning Goals. He stated that the City of Bend and Deschutes County requested that the Commission approve funding in the Construction Section of the Six-Year Program, subject to achieving plan and goal compliance.

Paul Davis, Mayor of the City of Bend, speaking for the City and as a member of the Citizens Advisory Committee, urged inclusion of the Bend Parkway in the Six-Year Highway Improvement Program. He read a letter in support of this project. (Copy of letter in Commission's files, Salem.)

Deak Preble, Chairman of the Bend Parkway Citizens Advisory Committee, stated the Committee recommends that the Division Street alternative be advanced for further study and an environmental impact statement be prepared. He said the evidence will show that Bend is the destination for the traffic, which is a key issue. He mentioned that factor will continue to grow as Bend develops. He urged that this project be placed in the Construction Section of the Six-Year Highway Improvement Program. He mentioned that the businesses are concerned with access and signing.

Judie Hammerstad, Clackamas County Commissioner, asked for the Commission's support on the Sunnybrook Split Diamond Interchange and related transportation improvements. She read a letter which stated that the County is in the process of forming a \$5 million Transportation Assessment District, is proceeding to amend its Urban Renewal District plan to commit \$7 million of urban renewal funds, and is willing to enter into an agreement to accept 2 1/2 miles of State Highway in return for \$9 million of Federal or State funding for this project. The County expects its part of these actions to be completed by January of 1991. She said since the Six-Year Program includes development of final plans in 1993, the County requests that the Commission allow for the Federal or State share of this project to correspond with the local commitments. (Copy of letter in Commission's files, Salem.)

Laurel Samson, representing the Mayor of the City of Grants Pass, encouraged the Commission to maintain the funding and scheduling for the signal replacement project in the Six-Year Highway Improvement Program. She said the City is willing to fund one-half of the project at a cost of \$800,000. She also thanked the Commission for the staff's willingness to work with the City on the Parkway Project in connection with the Third Bridge in Grants Pass.

Mike Quinn, Woodburn City Administrator, told how Highway 99E was important to their small community. He said the highway has deteriorated and the level of traffic use and land use has changed. He also mentioned that this improvement is needed for safety reasons. He commented that this has been a priority project in the Six-Year Program since 1979. He urged that the project be moved from the 1995 construction date to an earlier date. He also suggested that the Surface Preservation Funds be reallocated. He asked that action be taken so the project could be constructed in a more timely fashion than 1995.

Floyd Lenhardt, 99E Task Force (Woodburn), spoke concerning the serious conditions that exist on the section of 99E between Lincoln Street and the junction of 99E and Highway 214/211. He asked that the project be moved up in priority to at least 1992 in order to handle not only the immediate needs, but for future growth in the area. He said if this cannot be done, emergency measures should be accomplished to improve the critical parts to enable a better traffic flow through the area. (Copy of letter in Commission's files, Salem.)

Jack Madison, Oregon Tourism Alliance, thanked the Commission for significant highway improvements emphasized in the Six-Year Program. In addition, he outlined other priorities for the Six-Year Highway Improvement Program as follows:

A) 99W to Highway 18 to the Coast

- 1) Newberg/Dundee Parkway. Requested this project be moved from reconnaissance to development.

(Continued on next page)

2) Dolph Cut-Off (Highway 22 off Highway 18).

This project would improve the corridor connection to Tillamook County.

3) Otis Junction to the National Forest Boundary.

This project will improve traffic flow along Highway 18.

B) Highway 20 to 1-5/99W

1) US 20/US 101 Intersection.

This project addresses the increased traffic congestion expected when the Oregon Coastal Aquarium opens in 1992.

C) Highway 101. Requests following projects advance faster than proposed:

- 1) Camp Rilea-Dellmoor Loop Road.
- 2) Pacific City-Sandlake Junction
- 3) Beaver-Sandlake Junction
- 4) Salmon River Highway-Lincoln City

D) 405 Loop

1) South end connecting routes.

Requested a reconnaissance project to determine the number of lanes and widening that is needed.

E) A new project called widening of Highway 26 between Rhododendron and Laurel Hill.

(Copy of letter in Commission's files, Salem.)

Alvin Reed, McKenzie Highway Association, spoke concerning Highway 26. He mentioned that Mr. Gix said that a traffic count on the lower McKenzie reveals that building a new highway from Springfield through the Walterville Canal Bridge is warranted. He said because of the congested area at 58th Street and the icy area in the Thurston Hills, his Association would like a new route out in the open valley. He told of the route for the proposed Thurston-Walterville Project. He said the project could be constructed at this time without affecting any homes or buildings until it reaches the Cedar Flats area. He requested that this modernization project be included in the Six-Year Highway Improvement Program. (Jack Crawford's letter in Commission's files, Salem.)

Richard Trucke, representing Cities of Gearhart and Seaside Merchants Association, spoke concerning the parkway style of highway from Dooley Bridge in Seaside to Pacific Way in Gearhart. He mentioned an initiative petition to send to the voters of Gearhart and Seaside a ballot measure prohibiting both cities from using tax money to build, maintain, beautify, and construct a parkway. This would also apply to building, maintaining, or constructing feeder streets to the parkway. He said the support for a parkway is nonexistent from these two cities. He asked the Commission to postpone this project until there is further communication with the local citizens. He felt the idea of a center turn lane to run the full length of Seaside could be installed while a study is done to explore the concept of a bypass. He asked the Highway Division to work with them on this proposal.

Mayor Clifford Clark of Forest Grove spoke for the Washington County Transportation Coordinating Committee. He asked for consideration of the following projects in developing the final Six-Year Highway Improvement Program:

- 1) Highway 47 (Banks to Forest Grove)

Requested that construction funding be moved back into the currently programmed Fiscal Year 1993.

- 2) Farmington Road (Murray to 209th)

Recommended that the right-of-way acquisition funds be programmed in 1993.

- 3) Highway 99W (Pfaffle to Commercial)

Requested reconsideration of the project by advancing to Construction Section instead of Development Section.

- 4) Highway 99W/Gaarde Intersection

Supported moving this project to Fiscal Year 1991 and the Beef Bend-Scholls Ferry turn lanes to 1995.

- 5) Tualatin Valley Highway (Oak/Baseline Roads Hillsboro Overlay).

Urged support for funding of this project through the Surface Preservation Program.

Mayor Clark indicated the City's desire to maintain their 1993 construction schedule for Oregon Highway 47 between Forest Grove and Banks. He requested that the project be reinstated for the 1993 date rather than 1995.

Mayor Clark also asked that the reconstruction of the North Plains Interchange/the overpass at Glencoe Road be moved forward in the Program.

(Letters from Mayor Clark and Karl Mawson, Community Development Director of Forest Grove in Commission's files, Salem.)

Chairman Hollern then addressed the delegations' concerns on the following projects after advisement by Mr. Gilmour, Mr. Forbes, Mr. Adams, or Mr. Pool:

I-84 Improvement (Unit 2) 223rd-Troutdale: The Commission asked the staff to study this project in an attempt to move it from 1995 to 1993 for right-of-way acquisition, contingent on the development of the corridor and Federal Funding.

Hawthorne Bridge Transition Structure: There was considerable discussion concerning the use of State Funds and HBRR Funds. The Commission asked the staff to study this project and come back to the Commission with a recommendation on funding. He said if the Commission concurs, action could be taken at the July meeting.

Bend Parkway: The Commission agreed that the project should remain in the Program.

Sunnybrook Split Diamond Interchange: The Commission agreed to leave this project in development for 1993.

Grants Pass Signals: No specific request from delegation for a change - requested that project remain as scheduled in Program.

99E in Woodburn: The Commission approved moving the project from 1995 to 1992, contingent upon a cash balance.

Newberg/Dundee Parkway: Mr. Pool said the local officials are satisfied with scheduling the project in the reconnaissance portion of the Program.

Dolph Cutoff: Mr. Pool said that project is not in the Program.

Various Projects Requested by Oregon Tourism Alliance: Mr. Gilmour suggested since the list was quite extensive that the staff review the projects again.

Laurel Hill to Rhododendron: Mr. Adams said he would review the project again.

Seaside Parkway: Mr. Pool said no design alternative had been adopted. The Commission instructed that the project remain in the Program.

Highway 47 (Banks to Forest Grove): The Commission agreed to move the project to 1993.

Farmington Road (Murray to 209th): The Commission made no change. The project remains in the development section.

Highway 99W (Pfaffle to Commercial): The Commission made no change. The project remains in the development section.

Highway 99W (Gaarde Intersection): The Commission moved this project from 1995 to construction in 1991 and deferred the Beef Bend-Scholls Ferry turn lanes to 1995.

Tualatin Valley Highway (Oak/Baseline Roads Hillsboro) Overlay: Mr. Adams said the Surface Preservation Funds had not been identified. He felt this project could be funded with Maintenance Preservation Funds. He said the Commission did not need to take any action at this time.

North Plains Interchange: The Commission instructed that the project remain in the "projects considered" in the Program. Mr. Adams said there are no funds for this project and it was low on the priority list. He mentioned that staff would keep evaluating the project.

Commissioner Breezley left the meeting at this time.

Mr. Gilmour handed the Commission the following document containing requested revisions to the proposed 1991-96 Six-Year Highway Improvement Program.

(Copy of Proposed Program in Commission's files, Salem.)

REQUESTED REVISIONS BY THE REGIONS TO THE PROPOSED 91-96 HIP TO CREATE THE FINAL 91-96 HIP (Cost Shown in Thousands)					
Region No.	Section Name Highway Name	Proposed Program		Final Program	
		Year	Cost	Year	Cost
1	E Marquam Int, NB, SB, Ban Pacific (I-5)	91	\$22,200	91	\$26,500
	I-5/I-205 Int Illum Pacific (I-5)	N/A	\$0	91	\$500
	Murray Rd U'Xing Sunset	91	\$30	N/A	\$0
	Lower Col Riv @ Corn Pass Lower Columbia River	91	\$80	91	\$90
	Scholls @ Beef Bend Rd Scholls	91	\$140	95	\$140
	OR-99W @ SW Gaarde Pacific West	95	\$180	91	\$180
	OR-212 @ 232nd Dr Clackamas-Boring	91	\$200	91	\$480
	Pac Hwy W - SW McDonald Beaverton-Tualatin	N/A	\$0	91	\$200
	Tualatin River Br Pacific West	92	\$390	93	\$390
	Sunset - I-5 (Ramp Meters) Beaverton-Tigard	95	\$450	92	\$450
	Linton - Sauvie Isl Br Lower Columbia River	93	\$670	94	\$670
	Union/Grand Viad - Harold Pacific East	93	\$3,200	93	\$4,800
	2nd St Int (Hood River) Columbia River	93	\$2,930	93	\$4,430
	99W @ 124th Ave (Tual Rd) Pacific West	94	\$680	95	\$680

(Continued on next page)

June 19, 1990

- 9203 -

REQUESTED REVISIONS BY THE REGIONS TO THE PROPOSED 91-96 HIP TO CREATE THE FINAL 91-96 HIP (Costs shown in thousands)					
Region No.	Section Name Highway Name	Proposed	Program	Final	Program
		Year	Cost	Year	Cost
2	Market Street Int, Ph 1 Pacific (I-5)	92	\$6,650	92	\$6,650
	Wilson R Br - Dougherty St Oregon Coast	92	\$2,220	93	\$2,220
	Willamina/Salem Hwy @ Kings Valley Hwy Willamina-Salem	92	\$500	N/A	\$0
	Woodburn NCL - Lincoln St Pacific East	95	\$4,800	92	\$4,800
3	Pacific Hwy - 42nd St Eugene-Springfield	92	\$3,240	92	\$3,400
	Catching Slough Bridge Coos River	92	\$6,990	92	\$11,000+
	Noti - Veneta, W Unit Florence-Eugene	93	\$8,000	93	\$9,500
4	Madras Signals The Dalles-California	N/A	\$0	91	\$500
5	John Day Hwy @ 3rd John Day	91	\$250	91	\$750

The Commission approved the revisions as shown on the document.

Chairman Hollern said he had received letters concerning the following projects:

West John Day Channelization: A letter from the City of John Day. This project was approved on Mr. Gilmour's list for \$750,000 in 1991.

Highway 99E in Woodburn: A letter from State Representative Fred Parkinson urged the widening project be advanced. The Commission previously requested that the project be moved from 1995 to 1992.

Commissioner Bolender inquired about the following projects:

Access to the property south of Riverplace: Mr. Adams replied that project is in reconnaissance.

I-5 North Project: Request that this project be included in the construction portion for Phase 2 and Phase 3, if possible. Mr. Adams said that is known as the Greeley-Banfield and both Phases are in the development. He said there is a lot of planning work that needs to be done.

Vice Chairman Whitty said Representative Shiprack had inquired about the following project:

Highway 211: There is a bad curve on this highway. Vice Chairman Whitty said it is shown in the development and final plans in 1992. Mr. Adams said this particular section of the highway is not in the development as it would require major relocation of that highway. It is not a heavily traveled highway and the curve is signed. The section shown in the Program is another portion of the highway that needs improving.

Commissioner Ford inquired about the following projects:

Highway 140 Extension: She said there is confusion on the part of the citizens from that area as to why the project is not in development. It is shown in the Program for construction in 1996. Mr. Bothman said if it is in construction it does not have to appear in development.

Extension of McAndrews Road: This project is shown in the Program as Highway 238-Jackson Street for installing signals and constructing five-lane roadway on new alignment for construction in 1993.

Chairman Hollern asked that a revised Program be mailed to them before the next meeting in order for the Commission to adopt in July.

Chairman Hollern adjourned the formal meeting at 12:30 p.m.

At 12:35 p.m., Commissioners Hollern, Whitty, Ford, and Bolender had lunch with Mr. Bothman in Room 135, Transportation Building, Salem. Also present was Fran Neavoll, Commission Services. (Notice of the Executive Session had been made by press release to newspapers of local and general circulation throughout the State.) An Executive Session had been scheduled pursuant to ORS 192.660(1a), but it was not held. No business items were discussed and no action was taken during lunch.

At 1:30 p.m., the Transportation Commission returned to Room 122 of the Transportation Building in Salem for a meeting on the Highway Plan. (Notice of the meeting had been made by press release to newspapers of local and general circulation throughout the State.) Present were:

Michael P. Hollern, Chairman
John Whitty, Vice Chairman
Cynthia J. Ford, Member
David F. Bolender, Member
Robert N. Bothman, Director of Transportation
John Elliott, Assistant Director for Strategic Planning
and Communications
Don Forbes, State Highway Engineer
William Anhorn, Deputy State Highway Engineer
Fran Neavoll, Commission Services

There were other staff persons present.

Tim Thex, Planning Analysis Engineer, handed the Commission written documentation that would accompany his presentation on the Highway Plan, which is summarized as follows: (Copy in Commission's files, Salem.)

Full highway program needs for the 1991-2010 period amount to \$11,775,000 (current dollars) or \$19,195,000 (inflated at 5% APR).

Three different Plan targets were analyzed: Targets 1A and 1B (Current Revenue Programs), Target 2 (Recommended Program), and Target 3 (Desired Program).

Tabulation of 1991-2010 revenue alternatives for Highway Plan.

Chart summarizing economic evaluation between meeting pavement condition of 90% fair or better by year 2010 or year 2020.
Recommendation: 20 year option (90% fair or better by 2010)

Characteristics of different levels of importance: Interstate Highways, Access Oregon Highways, Regional Highways, and District Highways.

Chart showing full system capacity and geometric deficiencies for each Plan target.

20-year modernization needs completed under Target 2: 69% Interstate, 91% Access Oregon Highways, 54% US101, 40% regional, and 23% district.

Outlined the justification for modernization needs met in the Plan:

Interstate target utilizes Federal Aid.

Access Oregon Highways completion goal is 23 years.

Regional and District targets utilize remaining modernization funds with Six-Year Highway Improvement Program split.

Chart of 20-year modernization program by Region and level of importance category. The chart indicated in costs both the full (modified) needs and the recommended program.

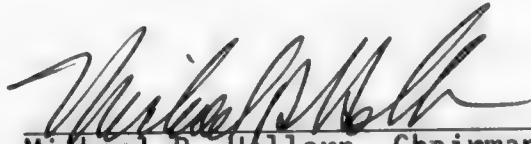
Vice Chairman Whitty expressed concern for the Access Oregon Highways and US101. He felt that US101 was equally as important as the Access Oregon Highways and he was concerned with the 54% modernization needs met under this Plan. There was discussion concerning funding of US101. The Commission appeared to support more emphasis for US101 than shown in this Plan. Mr. Bothman said the commitment could be the minimum amount of funding on US101 is 54% with the anticipation of Federal Funding to increase this percentage.

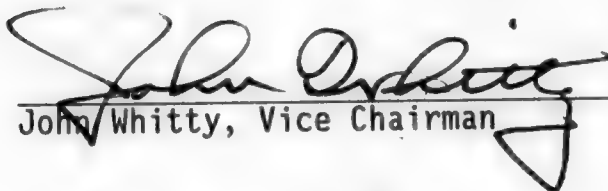
Mr. Thex reviewed the draft policy statement for aesthetics, which would be implemented through development of certain standards. The Commission agreed to the policy and standards.

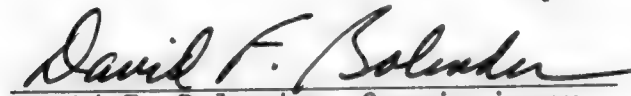
Mr. Thex outlined the draft research policy and the Commission appeared to agree with this policy.

Mr. Thex said the final draft will be mailed to the Commission before the July meeting. At that meeting, he said the Division would ask for the Commission's comments and approval to send the Plan out for public review. He shared some of the comments that he had received on the Plan to date. The Commission praised Mr. Thex for the work so far on the Plan.

There being no further business to consider, Chairman Hollern adjourned the meeting at 2:30 p.m.


Michael P. Hollern, Chairman


John Whitty, Vice Chairman


David F. Bolender, Commissioner


Cynthia J. Ford, Commissioner


Commission Services


Roger L. Breezley, Commissioner

EXHIBIT A
MINUTES OF 6/19/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: 2nd Street U'Xing Section (Contract No. 10,906)

Type of Work: Protective Fencing F. A. No.: State

County: Union Highway: Old Oregon Trail (I-84)

No. of Bidders: 3 Low Bidder: Coral Construction Company, Wilsonville, OR 97070

Low Bid: \$38,467.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Civil Construction Company, La Grande, OR	\$	57,750.00
3rd Bidder: Weaver Construction Co., La Grande, OR	\$	72,416.00

No. 2 Project: Basque Rock Production Project (Contract No. 10,907)

Type of Work: Rock Production F. A. No.: State

County: Malheur Highway: I. O. N.

No. of Bidders: 5 Low Bidder: Harney Rock and Paving Company, Hines, OR

Low Bid: \$134,000.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: R. J. Taggart Construction, Salem, OR	\$	156,400.00
3rd Bidder: Babler Bros., Inc., Portland, OR	\$	180,000.00

No. 3 Project: N. E. Glisan Street at N. E. 148th Avenue Section (Contract No. 10,908)

Type of Work: Traffic Signal F. A. No.: MA-HES-9834(2)

County: Multnomah Highway: N. E. Glisan Street (City Street)

East County Electric Co. dba

No. of Bidders: 4 Low Bidder: Highlite Construction Co., Brush Prairie, WA

Low Bid: \$93,043.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Portland and receipt of deposit by the City.

2nd Bidder: Tice Electric Co., Portland, OR	\$	93,765.00
3rd Bidder: Cherry City Electric, Inc. dba Hamilton Electric, Salem, OR	\$	95,622.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 4-18-90

EXHIBIT A
MINUTES OF 6/19/90

No. 4 Project: Burns Rock Production Project (Contract No. 10,909)
Type of Work: Rock Production F. A. No.: State
County: Harney Highway: Central Oregon (U. S. 20)
No. of Bidders: 3 Low Bidder: J. C. Compton Company dba
Valley Concrete & Gravel, Independence, OR
Low Bid: \$111,450.00
Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Harney Rock and Paving Company, Hines, OR \$ 123,000.00
3rd Bidder: R. J. Taggart Construction Co., Inc. Salem, OR \$ 126,600.00

No. 5 Project: Enterprise Rock Production Project (Contract No. 10,910)
Type of Work: Rock Production F. A. No.: State
County: Wallawa Highway: Little Sheep Creek
No. of Bidders: 3 Low Bidder: Seubert Excavators, Inc., Cottonwood, ID
Low Bid: \$102,525.00
Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Portable Rock Production Co., Eugene, OR \$ 143,050.00
3rd Bidder: R. L. Knapton & Son, Moses Lake, WA \$ 152,500.00

No. 6 Project: Shaniko Rock Production (Contract No. 10,911)
Type of Work: Rock Production F. A. No.: State
County: Wasco Highway: Shaniko-Fossil (OR 218)
No. of Bidders: 5 Low Bidder: J. Arlie Bryant, Inc., The Dalles, OR
Low Bid: \$143,625.00
Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: R. J. Taggart Construction Co., Inc., Salem, OR \$ 147,250.00
3rd Bidder: Harney Rock and Paving Company, Hines, OR \$ 162,125.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLEN
Date 4-18-90

EXHIBIT A
MINUTES OF 6/19/90

No. 7 Project: *Sevenmile Creek Road-Lost Prairie Camp Road Section* (Contract No. 10,912)

Type of Work: *Cold In-Place Recycle, Asphalt Chip Seal* F. A. No.: *State*

County: *Linn* Highway: *Santiam (U. S. Route 20)*

No. of Bidders: 2 Low Bidder: *Morse Bros., Inc., Lebanon, OR*

Low Bid: \$ 319,960.60

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR* \$ 320,628.00
3rd Bidder: *None*

No. 8 Project: *Slag Hollow Creek-Wapato Road Section* (Contract No. 10,913)

Type of Work: *Paving* F. A. No.: *State*

County: *Yamhill* Highway: *Yamhill-Newberg (OR 240)*

No. of Bidders: 8 Low Bidder: *Rowell & Wickersham Contractors, Inc., McMinnville, OR*

Low Bid: \$ 315,849.00

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: *North Santiam Paving Co., Stayton, OR* \$ 315,996.50
3rd Bidder: *Morse Bros., Inc., Lebanon, OR* \$ 328,829.00

No. 9 Project: *Comstock Frontage Road Bridge Section* (Contract No. 10,851)

Type of Work: *Roadway & Structure Resurfacing* F. A. No.: *IR-5-3(147)164*

County: *Douglas* Highway: *Pacific (15)*

No. of Bidders: 3 Low Bidder: *Hamilton Construction Co., Springfield, OR*

Low Bid: \$ 461,775.00

Engineer's Recommendation: *Award to low DBE responsive bidder subject to concurrence of ITTWA*

2nd Bidder: *Babler Bros., Inc., Portland, OR* \$ 510,125.00
3rd Bidder: *Donald W. Thompson, Inc., North Bend, OR* \$ 560,365.00

APPROVED BY CHAIRMAN
MICHAEL P. HOLLERN

Date 4-18-90

EXHIBIT A
MINUTES OF 6/19/90

No. 10 Project: Greenburg Road-Tualatin River Section (Contract No. 10,914)

Type of Work: Grading, Paving, Structures, Signing & Signals F. A. No.: State

County: Washington Highway: Pacific Highway West (U. S. 99W)

No. of Bidders: 6 Low Bidder: Lakeside Industries, Bellevue, WA

Low Bid: \$1,467,269.50

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: <u>Baker Rock Crushing Co., Beaverton, OR</u>	\$ <u>1,609,759.29</u>
3rd Bidder: <u>Morse Bros., Inc., Lebanon, OR</u>	\$ <u>1,620,114.00</u>

No. 11 Project: Jewell Junction-Osweg Creek Section (Contract No. 10,915)

Type of Work: Grading, Paving & Slide Repair & Signing F. A. No.: State

County: Clatsop Highway: Sunset (U. S. 26)

No. of Bidders: 6 Low Bidder: Elting, Incorporated, Clackamas, OR

Low Bid: \$1,927,578.05

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: <u>Blickle Co., Portland, OR</u>	\$ <u>1,936,020.10</u>
3rd Bidder: <u>Kiewit Pacific Co., Vancouver, WA</u>	\$ <u>2,108,994.00</u>

On April 18, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 12, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3 and 9 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 16 day of May, 1990

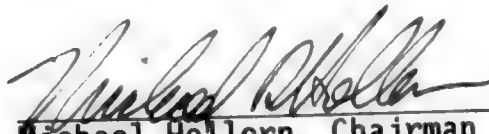

Michael Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 6/19/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 3 Project: *Lakeview Rock Production Project*
Type of Work: *Rock Production* F. A. No.: *State*
County: *Lake* Highway: *Klamath Falls-Lakeview*
No. of Bidders: 3 Low Bidder: *Kincheloe & Sons, Inc., Myrtle Point, OR 97458*
Low Bid: \$ *128,900.00*
Engineer's Recommendation: *Reject all bids and readvertise at a later date.*

2nd Bidder: <i>Sheer's Construction, Lakeview, OR 97630</i>	\$	<i>154,000.00</i>
3rd Bidder: <i>Harney Rock and Paving Co., Hines, OR 97738</i>	\$	<i>194,520.00</i>

PUBLIC INTEREST FINDING

On March 15, 1990 three proposals were opened and read for the Lakeview Rock Production Project on the Klamath Falls-Lakeview Highway in Lake County. The low bidder has failed to execute the contract. The second low bid is over budget. It appears that a change in the specifications will likely increase competition and a modification of the project should result in lower bids. Based on the above, the public's interest will best be served if all bids are rejected. The project will be readvertised when appropriate changes in the specifications for the project are made. Copies of this Public Interest Finding are being provided to the bidders of record for this project.

On April 23, 1990, rejected the above bid and approved the contractor's proposal guaranty be forfeited.

Dated this 16 day of May, 1990


Michael Hollern, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

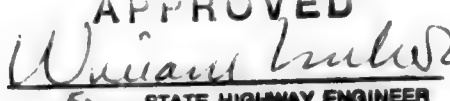
- 1) Cost overrun on personal service contract with Kellogg Corporation for construction claims analysis on the Willamette River (Steel Bridge and Ramps) Section of the Pacific Highway West in Multnomah County. The personal service contract with the consultant had a maximum amount of \$30,000 to be paid upon completion of the work. At the State's request, the consultant's efforts were expanded during the course of his evaluation and the total costs overran by \$5,502.82. (Authorize State Highway Engineer to sign necessary contract documents.)

Dated this 16 day of May, 1990



Michael P. Hollern, Chairman
Oregon Transportation Commission

May 8, 1990

APPROVED


For STATE HIGHWAY ENGINEER
Date 5/10/90

EXHIBIT B
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

- 1) On April 11, 1990, approved a personal service contract for a driver/visitor survey to gain information and determine attitudes about the economic benefit of scenic highways. The Planning Section received a \$45,000 grant from the FHWA to participate in a case study and US101 was chosen as the scenic highway corridor to evaluate. This study will become part of the Scenic Byways Study to be presented to Congress in November. (Authorized State Highway Engineer to sign necessary contract.)

Dated this 1 day of MAY, 1990


John Whitty, Vice Chairman
Oregon Transportation Commission

April 24, 1990

EXHIBIT B
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed below and report these actions for your official records:

- 1) Agreement with the Historic American Engineering Record of the National Parks Service to photograph, document, and archivally record 30 of Oregon's historic bridges. These records will be compiled by a team of students and project supervisors under the National Park Service's direction and will be submitted to the U.S. Library of Congress. Estimated cost is \$50,000. (Authorize State Highway Engineer to sign necessary agreement.)
- 2) Participation in a joint personal service contract with the City of Astoria to hire a consultant for inspecting the eastbound couplet of Highway 30 in Clatsop County. Consultant will evaluate the condition of 6,000 lineal feet of chairwall and concrete sidewalk support beams at an estimated cost of \$35,000. The City will contribute up to 50 percent of the actual costs, not to exceed \$15,000. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 1 day of MAY, 1990


John Whitby, Vice Chairman
Oregon Transportation Commission

April 24, 1990

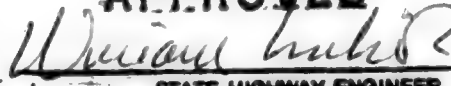
APPROVED

STATE HIGHWAY ENGINEER
Date 4/27/90

EXHIBIT B
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the action listed below and report this action for your official records:

- 1) Interagency agreement with Chemeketa Community College for of a bridge maintenance training workshop to be held at 12 different locations throughout the State from May 23 to July 26, 1990, at a cost not to exceed \$13,273. This workshop is in response to requests from local public agencies. (Authorize State Highway Engineer to sign necessary agreement.)

Dated this 7 day of MAY, 1990


John Whitty, Vice Chairman
Oregon Transportation Commission

May 4, 1990

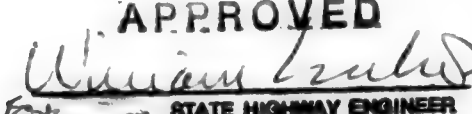
APPROVED

for STATE HIGHWAY ENGINEER
Date 5/4/90

EXHIBIT B
MINUTES OF 6/19/90

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project: Columbia River (Astoria) Bridge Section (Contract No. 10,916)

Type of Work: Maintenance Coating F.A. No.: State

County: Clatsop Highway: Oregon Coast Highway (US 101)

No. of Bidders: 3 Low Bidder: Interstate Coatings, Inc., Seattle, WA

Low Bid: \$398,000.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Abhe & Svoboda, Inc., Prior Lake, MN	\$467,710.00
3rd Bidder: S & K Painting, Inc., Oregon City, OR	\$882,000.00

No. 2 Project: Beaver Marsh Southbound Safety Rest Area Section (Contract No. 10,802)

Type of Work: Grading, Paving, Signing, Illumination, F. A. No.: F-4-1(29)
Landscaping & Building

County: Klamath Highway: The Dalles-California Highway (US 97)

No. of Bidders: 4 Low Bidder: R. L. Coats, Bend, OR

Low Bid: \$743,120.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Weaver Construction Co., LaGrande, OR	\$760,140.00
3rd Bidder: James W. Fowler Co., Dallas, OR	\$779,075.10

No. 3 Project: North 6th & 7th Streets at Hillcrest Drive (Grants Pass) Section (Contract No. 10,918)

Type of Work: Traffic Signal Installation F. A. No.: State

County: Josephine Highway: Redwood Highway (US 199)

No. of Bidders: 5 Low Bidder: Marca Electric Inc., Coquille, OR

Low Bid: \$138,362.00

Engineer's Recommendation: Award to low responsive bidder subject to concurrence of the City of Grants Pass and receipt of deposit by the City.

2nd Bidder: Albany Electric, Inc., Albany, OR	\$139,689.00
3rd Bidder: Linneo Electric Co., Albany, OR	\$142,638.00

EXHIBIT B
MINUTES OF 6/19/90

No. 4 Project: S.E. Monroe Street-S.E. 44th Avenue (Milwaukie) Section (Contract No. 10,919)

Type of Work: Grading & Paving

F. A. No.: IX-0000(101)

County: Clackamas Highway: S.E. 42nd Avenue & S.E. King Road (City Street)

No. of Bidders: 4 Low Bidder: White Construction Co., Lake Oswego, OR

Low Bid: \$314,297.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and City of Milwaukie and receipt of deposit by the City.

2nd Bidder: Fabricators, Incorporated, Salem, OR	\$339,256.00
3rd Bidder: K. F. Jacobsen & Co., Inc., Portland, OR	\$347,898.00

No. 5 Project: Johnson Creek Bridge Section

Type of Work: Grading, Paving & Structure

F. A. No.: MA-HES-9713(14)

County: Multnomah Highway: Cascade Highway North (OR 213)

PROJECT POSTPONED

No. 6 Project: North Main Street-Oak Street (Ashland) Section (Contract No. 10,921)

Type of Work: Grading, Paving & Structure F.A. No.: M-3920(7)

County: Jackson Highway: Hersey Street (City Street)

No. of Bidders: 1 Low Bidder: LTM, Inc., Medford, OR

Low Bid: \$317,938.50

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA and the City of Ashland and receipt of deposit from the City.

2nd Bidder: None	\$
3rd Bidder: None	\$

No. 7 Project: Emil Creek-Mt. Hood Winery Section (Contract No. 10,922)

Type of Work: Grading, Paving & Culvert

F. A. No.: RS-B439(3)

County: Hood River Highway: Woodworth Drive (County Road)

No. of Bidders: 3 Low Bidder: Dice Construction, Inc., Bend, OR

Low Bid: \$396,390.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of the County of Hood River and receipt of deposit from the County.

2nd Bidder: Weaver Construction Co., LaGrande, OR	\$402,860.00
3rd Bidder: JAL Construction, Inc., Bend, OR	\$427,408.00

No. 8 Project: Middle Bridge Road-Powder River Section

(Contract No. 10,884)

Type of Work: Overlay

F. A. No.: State

EXHIBIT B

County: Baker

Highway: Baker-Copperfield Highway (OR 86)

MINUTES OF 6/19/90

No. of Bidders: 5 Low Bidder: J. C. Compton Contractor, Inc., McMinnville, OR

Low Bid: \$338,485.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Babler Bros., Inc., Portland, OR

\$375,618.00

3rd Bidder: Blue Mountain Paving Co., Yakima, WA

\$392,787.00

No. 9 Project: Hot Lake-Union Section

(Contract No. 10,888)

Type of Work: Overlay

F. A. No.: State

County: Union

Highway: LaGrande-Baker Highway (OR 203)

No. of Bidders: 6 Low Bidder: J. C. Compton Contractor, Inc., McMinnville, OR

Low Bid: \$451,395.00

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Angell Asphalt & Aggregate, Coos Bay, OR

\$459,962.50

3rd Bidder: Blue Mountain Paving Co., Yakima, WA

\$483,088.75

No. 10 Project: Hancock Hill Passing Lane Section

(Contract No. 10,923)

Type of Work: Grading

F. A. No.: State

County: Douglas

Highway: Umpqua Highway (OR 38)

No. of Bidders: 15 Low Bidder: James W. Fowler Co., Dallas, OR

Low Bid: \$1,293,786.70

Engineer's Recommendation: Award to low responsive bidder.

2nd Bidder: Bracelin-Yeager Excavating &
Trucking Inc., Coos Bay, OR

\$1,406,477.60

3rd Bidder: Elting, Incorporated, Clackamas, OR

\$1,428,788.50

No. 11 Project: Farewell Bend-Olds Ferry Interchange Section

(Contract No. 10,924)

Type of Work: Grading, Cold Planing, Paving &
Illumination

F. A. No.: IR-84-8(39)353

County: Malheur

Highway: Old Oregon Trail Highway (I-84)

No. of Bidders: 2 Low Bidder: J. C. Compton Contractor, Inc., McMinnville, OR

Low Bid: \$1,858,628.00

Engineer's Recommendation: Award to low DBE responsive bidder subject to concurrence of FHWA.

2nd Bidder: Oregon Asphaltic Paving Co., Inc., Portland, OR
3rd Bidder: None

\$1,877,033.00

\$

EXHIBIT B
MINUTES OF 6/19/90

No. 12 Project: *ZigZag-Rhododendron Section*
Type of Work: *Grading, Paving, Structure, Signing & F. A. No. : State*
Landscaping
County: *Clackamas* Highway: *Mt. Hood Highway (US 26)*

PROJECT POSTPONED

No. 13 Project: *Rainier-Tide Creek Section* (Contract No. 10,926)
Type of Work: *Grading, Paving, Guardrail, Rock Slide F. A. No. : State*
Protection & Signing
County: *Columbia* Highway: *Lower Columbia River Highway (US 30)*
No. of Bidders: 5 Low Bidder: *Babler Bros., Inc., Portland, OR*
Low Bid: *\$3,449,206.00*
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: <i>J. C. Compton Contractor, Inc., McMinnville, OR</i>	<i>\$3,583,356.70</i>
3rd Bidder: <i>Wildish Standard Paving Co., Eugene, OR</i>	<i>\$3,801,763.00</i>

No. 14 Project: *Lava Lake Meadows Road-Santiam Summit Section* (Contract No. 10,927)
Type of Work: *Grading, Paving, Structure, Signing F. A. No. : State*
& Exploration Drilling
County: *Linn* Highway: *North Santiam & Santiam Highways (OR 22 & US 20)*
No. of Bidders: 5 Low Bidder: *J. C. Compton Contractor, Inc., McMinnville, OR*
Low Bid: *\$5,387,180.00*
Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: <i>Babler Bros., Inc., Portland, OR</i>	<i>\$5,728,220.50</i>
3rd Bidder: <i>Kiewit Pacific Co., Vancouver, WA</i>	<i>\$6,161,048.40</i>

EXH'BIT B
MINUTES OF 6/19/90

No. 15 Project: *Albany ECL-Lebanon NCL Section*

(Contract No. 10,895)

Type of Work: *Paving*

F. A. No.: *State*

County: *Linn*

Highway: *Santiam Highway (US 20)*

No. of Bidders: *5* Low Bidder: *Morse Bros., Inc., Lebanon, OR*

Low Bid: *\$118,595.00*

Engineer's Recommendation: *Award to low responsive bidder.*

2nd Bidder: <i>Oregon Asphaltic Paving Co., Inc., Portland, OR</i>	<i>\$124,150.00</i>
3rd Bidder: <i>North Santiam Paving Co., Stayton, OR</i>	<i>\$128,736.00</i>

On May 4, 1990, I accepted the State Highway Engineer's recommendation for award of the projects on which bids were received on April 26, 1990, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 2, 4, 6, 7, and 11 if the low bidder fails to meet the requirements for the disadvantaged business enterprises, award will be made to next lowest responsive bidder pending DBE review and cost justification.

Dated this 14 day of MAY, 1990



John Whitty, Vice Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT C
MINUTES OF 6/19/90

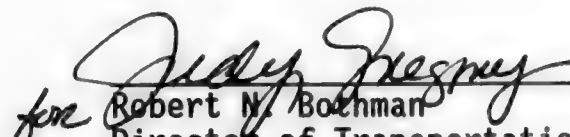
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following action and report this action for your official records:

- 1) On May 4, 1990, approved Supplement No. 1 to a personal service contract with Ball, Janik & Novack for Federal representation in Washington, D.C. This supplement clarifies which contractor-incurred expenses are eligible for reimbursement by the Department and the conditions under which the expenses will be reimbursed. (Transportation Commission approved contract February 20, 1990.)

Dated this 31st day of May, 1990.


for Robert N. Bozhman
Director of Transportation

May 29, 1990

EXHIBIT D
MINUTES OF 6/19/90

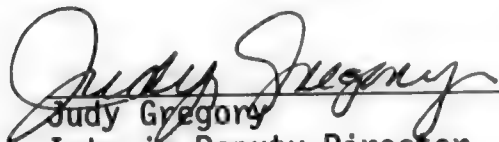
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the Director (Delegation Order No. 29) from the Oregon Transportation Commission, subdelegated to the Deputy Director (Subdelegation Order No. DIR-8), the following actions were taken:

- 1) On April 27, 1990, approved an agreement with Chemeketa Community College for a Basic Math workshop to be held on June 12, 1990, at a cost not to exceed \$500.
- 2) On April 27, 1990, approved an agreement with Chemeketa Community College for a course entitled Conducting Effective Meetings to be held on June 13, 1990, at a cost not to exceed \$665.
- 3) On May 15, 1990, approved a personal service contract with Jan Roose for grammar, punctuation, and spelling classes to be held during the period June 8 to June 22, 1990, at a cost not to exceed \$900.

Dated this 31st day of May, 1990


Judy Gregory
Interim Deputy Director

May 29, 1990

EXHIBIT E
MINUTES OF 6/19/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

- 1) Work on the Beaver Marsh Southbound Safety Rest Area Section of The Dalles-California Highway in Klamath County. Bids received April 26, 1990. Contract No. 10,802 awarded on May 16, 1990, to R. L. Coats, Bend, at \$743,120.00.
- 2) Work on the Comstock Frontage Road Bridge Section of the Pacific Highway in Douglas County. Bids received on April 12, 1990. Contract No. 10,851 awarded on April 27, 1990, to Hamilton Construction Co. (Oregon), Springfield, at \$461,775.00.
- 3) Traffic signal installation on N.E. Glisan Street at N.E. 148th Avenue in Portland, Multnomah County. Bids received April 12, 1990. Contract No. 10,908 awarded on April 27, 1990, to East County Electric Co. dba Highlite Construction Co., Brush Prairie, WA, at \$93,043.00.
- 4) Traffic signal installation on N. 6th and 7th Streets at Hillcrest Drive on the Redwood Highway in Grants Pass, Josephine County. Bids received April 26, 1990. Contract No. 10,918 awarded on May 21, 1990, to Marca Electric Inc., Coquille, at \$138,362.00.
- 5) Work on the S.E. Monroe Street-S.E. 44th Avenue Section of S.E. 42nd Avenue and S.E. King Road in Milwaukie, Clackamas County. Bids received April 26, 1990. Contract No. 10,919 awarded on May 16, 1990, to White Construction Co., Lake Oswego, at \$314,297.00.
- 6) Work on the North Main Street-Oak Street Section of Hersey Street in Ashland, Jackson County. Bids received April 26, 1990. Contract No. 10,921 awarded on May 16, 1990, to LTM, Inc. dba Lininger Tru-Mix, Inc., Medford, at \$317,938.50.

EXHIBIT E
MINUTES OF 6/19/90

- 7) Work on the Emil Creek-Mt. Hood Winery Section of Woodworth Drive in Hood River County. Bids received April 26, 1990. Contract No. 10,922 awarded on May 16, 1990, to Dice Construction, Inc., Bend, at \$396,390.00
- 8) Work on the Farewell Bend-Olds Ferry Interchange Section of the Old Oregon Trail in Malheur County. Bids received April 26, 1990. Contract No. 10,924 awarded on May 16, 1990, to J. C. Compton Contractors, Inc., at \$1,858,628.00.

Dated this 31st day of May, 1990.

William Forbes
Donald E. Forbes, State Highway Engineer

May 29, 1990

EXHIBIT E
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

- 1) On April 20, 1990, signed a personal service contract with CH2M Hill Northwest, Inc., for bridge design services on a flexible basis. This contract is effective April 20, 1990, through May 1, 1992, at a cost not to exceed \$250,000. (Transportation Commission approved contract on September 19, 1989.)
- 2) On April 24, 1990, signed a personal service contract with Prodata, Inc., for Phase II of the development and implementation of an information management system for the Right of Way Section. This contract is effective May 1, 1990, to February 28, 1991, at a cost not to exceed \$230,000. (Transportation Commission approved March 20, 1990. William Anhorn signed contract for State Highway Engineer.)
- 3) On May 2, 1990, approved a resolution from the City of Island City requesting permission to accumulate State tax street funds for more than two years. The City is attempting to accumulate sufficient funds to allow it to combine all of its street projects under one contract. (Resolution approved by William Anhorn for State Highway Engineer.)
- 4) On May 10, 1990, approved revised Exhibit A to the annual contract proposal with the Department of Agriculture for control of noxious weeds on State Highway rights of way. (William Anhorn approved for State Highway Engineer.)

EXHIBIT E
MINUTES OF 6/19/90

- 5) On May 17, 1990, signed Supplemental Agreement No. 12 with the University of Oregon, Oregon State Museum of Anthropology, to provide archaeological reconnaissance, site testing, and data recovery on the Forge Road-Lobert Road Project in Klamath County at a cost not to exceed \$165,512. (Transportation Commission approved May 15, 1990. Agreement signed by William Anhorn for State Highway Engineer.)

Dated this 31ST day of May, 1990

William Anhorn
For Donald E. Forbes, State Highway Engineer

May 29, 1990

EXHIBIT F
MINUTES OF 6/19/90

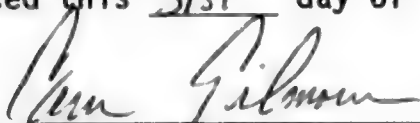
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated
Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

- 1) On April 23, 1990, approved an agreement with Multnomah County for reconstruction and widening of the 23rd Street-Division Street Section of 242nd Avenue. (I approved project on December 15, 1989.)
- 2) On April 23, 1990, signed a Special City Allotment Agreement with the City of Bandon for improvement of the 4th Street S.W.-Jetty Road Section of Edison Avenue. (Transportation Commission approved on September 19, 1989.)
- 3) On May 14, 1990, signed an agreement with Washington County for preliminary engineering on the Western Bypass at a cost not to exceed \$90,700 of Access Oregon Highway Funds. (Transportation Commission approved August 16, 1988, as part of the Six-Year Highway Improvement Program. Joe Speight signed for Cam Gilmour.)

Dated this 31st day of May, 1990



Cam Gilmour, Manager
Program Section

May 29, 1990

EXHIBIT G
MINUTES OF 6/19/90

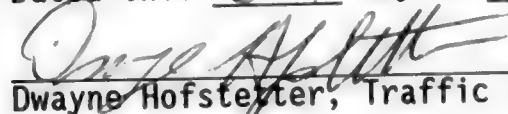
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

- 1) On April 3, 1990, signed an agreement with the City of Redmond for the installation of a traffic signal at The Dalles-California Highway and Odem Medo Road. (Approved by the State Highway Engineer during a Contract Scheduling Committee meeting on January 10, 1990. This project uses State Operation Funds. This fund was previously approved by the Transportation Commission.)
- 2) On May 1, 1990, approved stop sign installation at the intersection of 3rd and "F" Streets (Rogue River Loop Highway) in the City of Grants Pass, Josephine County.
- 3) On May 3, 1990, approved the placement of four-way stop signs at the intersection of Freewater Highway No. 339 and State Line Road in Umatilla County.
- 4) On May 4, 1990, approved an agreement with Linn County to clarify the maintenance and operation costs for the traffic signal on the Corvallis-Lebanon Highway at Peoria Road.

Dated this 6th day of June, 1990


Dwayne Hofstetter, Traffic Engineer

May 29, 1990

EXHIBIT H
MINUTES OF 6/19/90

DATE: MAY, 1990

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY

Under delegated authority to the Highway Engineer (Delegation Order No. 35) from the Oregon Transportation Commission, subdelegated to the Right of Way Manager (Subdelegation Order No. Hwy-9), the following actions were taken:

APPROVAL TO SELL EXCESS PARCELS: (35-45)

- 1) CLACKAMAS COUNTY: CASCADE HWY. N.-LESTER INTERCHANGE - JOHNSON CREEK BLVD.: File 58057 - containing 4,475 S.F. (to be sold to File 58497 as part of a negotiated settlement); \$23,493.75; Approved 4/02/90.
- 2) DESCHUTES COUNTY: LAPINE-FOREST BOUNDARY - THE DALLES-CALIFORNIA HWY.: File 18007 - Parcel B: containing 8,830 S.F. \$13,250; and Parcel C: containing 3,275 S.F. \$3,275; Total of Parcels B & C: \$16,525; Approved 4/02/90.
- 3) LAKE COUNTY: LAKEVIEW-COTTONWOOD CR. - KLAMATH FALLS-LAKEVIEW HIGHWAY: File 21504 - containing 3,375 S.F.; \$250; Approved 4/20/90.
- 4) LANE COUNTY: OAKHILL-EUGENE - FLORENCE-EUGENE HIGHWAY: File 40665 & 44204 - containing 4.06 Acres; \$254,300; Approved 4/20/90.
- 5) MARION COUNTY: File 6000 009 - RICO Department of Justice (21,780 S.F.); Convalescent Home, 240 Phelps St., Silverton OR; \$85,000; Approved 4/12/90.
- MULTNOMAH COUNTY: MARQUAM BRIDGE-S.E. 84TH AVE. SECTION - MT. HOOD FREEWAY:
 - 6) File 47372B - containing 4,500 S.F.; \$7,800; Approved 4/02/90.
 - 7) File 46811 - containing 5,000 S.F.; \$8,000; Approved 4/02/90.
 - 8) File 46428 - containing 5,000 S.F.; \$8,000; Approved 4/02/90.
- 9) UMATILLA COUNTY: HERMISTON-STANFIELD JCT. - UMATILLA-STANFIELD HWY.: Files 49159, 49160, 49161, 49261, and 49263 - containing 7.12 acres; \$3,560; Approved 4/30/90.

AGREEMENTS: (35-48)

- 10) ODOT Agreement No. RR-1311; Service Contract No. 90-3; with Southern Pacific Transportation Company; SPTC agrees to widen crossing, install two OPUC Standard No. 2 flashing lights and two OPUC Standard No. 4 automatic gates at grade crossing of Lake Creek-Brownsville Rd. and the Siskiyou Mainline of SPTC (OPUC Crossing No. C-674.10) near HALSEY, LINN COUNTY, OR; Estimated total \$130,635 (State agrees to bear 90% of cost); Approved 4/06/90.

EXHIBIT H
MINUTES OF 6/19/90

Report of Actions Taken Under Delegated Authority
Page Two - May, 1990

AGREEMENTS: (35-48) (Continued)

- 11) ODOT Agreement No. RR-1312; with Southern Pacific Transportation Company granting immediate Right of Entry on SPTC property to allow State to proceed with overpass, grading, and related work at CLACKAMAS HWY.-GLADSTONE INTERCHANGE SECT. (PHASE I); CLACKAMAS COUNTY; File 58610; (JENNIFER ST. grade crossing C-759.56-C, and EVELYN ST. overpass (C-759.3-A); Approved 4/16/90.
- 12) ODOT Agreement No. RR-1306; Service Contract No. 89-3; Southern Pacific Transportation Company; SPTC agrees to widen crossing and install two OPUC Standard No. 2 flashing lights and two OPUC Standard No. 4 Automatic gates and other necessary wiring and controls at grade crossing of PERKINS RD. and the SISKIYOU MAINLINE of the SPTC (OPUC Crossing No. C-725.30) near LAKE LABISH, MARION COUNTY OR; Estimated total \$102,384 (State agrees to bear 90% of the cost); Approved 12/26/89.
- 13) ODOT Agreement No. RR-1307; Service Contract No. 89-2; Southern Pacific Transportation Company; SPTC agrees to widen crossing and install two OPUC Standard No. 2 Flashing lights and two OPUC Standard No. 4 Automatic gates and other necessary wiring and controls at grade crossing of CONCOMLY RD. and the SISKIYOU MAINLINE of the SPTC (OPUC Crossing No. C-730.0) near GERVAIS, MARION COUNTY OR; Estimated total \$130,252 (State agrees to bear 90% of cost); Approved 12/26/89.

PERSONAL SERVICE CONTRACTS & BUILDING REPAIR AND/OR DEMOLITION CONTRACTS:
(35-46)

- 14) Supplemental Contract Agreement No. 1 which extends the completion date to 5/31/90 was approved 3/30/90. This supplements the 1/11/90 Contract Agreement No. 10082 with Prodata, Inc. for data system services.
- 15) Pers. Serv. Contr.; with Robert Burgee to conduct one "Stylemetrics" workshop for Reg. 2 R/W office; Begin date: 2/21/90; End date: 2/22/90; \$2,625; Approved 2/15/90.
- 16) Pers. Serv. Contr.; R54080-01-01; Rittenhouse-Zeman & Assoc., Inc. for Fuel Tank Removal & Testing; Project: COALBANK SLOUGH BRIDGE -OREGON COAST HIGHWAY, COOS COUNTY; Consideration: \$4,510; Start Date: 5/01/90; End Date: 5/29/90; Approved 4/09/90.
- 17) Pers. Serv. Contr.; with Bob E. White Construction; for demolition of houses and site improvements, 28300 Hwy. 34 & 975 S.W. 3rd, Corvallis OR; Files 58083 & 58088; Start Date: 4/17/90; End Date: 6/01/90; Consideration: \$9,420; Approved 4/17/90.
- 18) Building Repair and/or Demolition Contract with B & J Excavating for the demolition of improvements at S.E. MCLOUGHLIN BLVD. & OCHOCO & 61132 COLUMBIA RIVER HIGHWAY; Files 56973 and 58297; Start Date 1/19/90; End Date 4/10/90; \$7,350; Approved 1/19/90.

EXHIBIT H
MINUTES OF 6/19/90

Report of Actions Taken Under Delegated Authority
Page Three - May, 1990

PERS. SERV. CONTR. & BLDG. REPAIR AND/OR DEMOLITION CONTR.: (35-46) (Cont.)

- 19) Building Repair and/or Demolition Contract with Bill Erickson, Heavy Constructions, Inc. for the demolition of the Alder Creek Tavern at 25030 S. Hwy. 213, Mulino OR 97042; File 57802; Start Date 2/12/90; End Date 2/22/90; \$9,945; Approved 2/15/90.

INDENTURES OF ACCESS & GRANTS OF ACCESS: (35-54)

- 20) File 16975 - Grant of Access to Kathleen Coveau; southerly side of the Tumalo-Bend Sect. of relocated MCKENZIE-BEND HWY. at Eng. Sta. 249+67; DESCHUTES COUNTY; Approved and Signed 3/16/90;

R/W SERVICE AGREEMENTS: (35-50)

- 21) R/W Services Agreement No. 369; C. & A. No. 10061; with State Dept. of Corrections; to perform services in acquisition phase and other phases preliminary thereto for project, ONTARIO PRISON SITE, MALHEUR COUNTY; Approved 4/09/90.

OPTIONS AND OTHER DOCUMENTS RELATING TO THE ACQUISITION OF PROPERTY BY THE HIGHWAY DIVISION: (35-41)

CLACKAMAS COUNTY:

CASCADE HWY. N.-LESTER INTERCHANGE - JOHNSON CREEK BLVD.:

58070	Raymond Leonard Youngberg	\$ 9,000 App.	3/01/90
58496	David George Bradley	\$ 1,300 App.	3/29/90

CLACKAMAS HWY.-GLADSTONE INTERCHANGE - S.E. 82ND DR./EVELYN ST. (COUNTY):

58703	Gordon R. & Mary M. Janzck	\$ 300 App.	4/19/90
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SPANGLER HILL-MULINO - CASCADE HIGHWAY SOUTH:

57813	Walter R. & Constance J. Majors	\$ 850 App.	4/23/90
57818	Richard L. & Arlene F. Rowatt	\$ 5,501 App.	3/22/90

CLATSOP COUNTY:

JEWELL JCT.-OSWEG CREEK - SUNSET HIGHWAY:

58188	David L. & Nellie L. Morgan	\$ 250 App.	4/05/90
58189	David L. & Nellie L. Morgan	\$ 1,125 App.	3/29/90
58190	Wade L. Morgan	\$ 1,875 App.	3/29/90

EXHIBIT H
MINUTES OF 6/19/90

Report of Actions Taken Under Delegated Authority
Page Four - May, 1990

OPTIONS: (Continued)

COOS COUNTY:

BANDON STATE AIRPORT - OREGON COAST HIGHWAY:

RA 060	Nils G. Lau	Waived	App.	4/13/90
	(Compensation of \$1,560 waived in return for permit to stack/store lumber on parcel)			

CURTIS AVE.-COALBANK SLOUGH - OREGON COAST HIGHWAY:

58666	Metropolitan Life Insurance Co.	\$	500	App.	4/16/90
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HALLS CREEK (ERNIE WATKINS) BR. - HALLS CREEK RD. (COUNTY):

58595	Steven M. & Marlene M. Parker	\$	500	App.	4/12/90
58596	Mary Jo Knapp	\$	100	App.	3/29/90

CURRY COUNTY:

ROGUE RIVER BR.-GOLD BEACH - OREGON COAST HIGHWAY:

58544	Michael A. & Vicki L. Phillips	\$	16,700	App.	4/16/90
58558	Curry County (Feiereisen)	\$	200	App.	4/13/90

DESCHUTES COUNTY:

O'NEIL JCT.-REDMOND COUPLET - THE DALLES-CALIFORNIA HWY.:

57578	Mann Construction Co., Inc.	\$	21,000	App.	4/13/90
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REDMOND BEND (NORTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

6032 014	Della Smith	\$	1,040	App.	4/12/90
6032 015	Walter E. & E. Elaine Means	\$	1,650	App.	4/13/90
6032 016	Clifford A. & Carolyn E. Stallings	\$	525	App.	4/18/90
6032 057	Donna B. Shackelford	\$	1,300	App.	4/19/90
6032 061	Ronald L. & Eulah J. Kirkpatrick	\$	3,500	App.	4/16/90
6032 078	David L. Link	\$	4,430	App.	4/06/90

HOOD RIVER COUNTY:

MT. HOOD-LONG PRAIRIE RD. - MT. HOOD HIGHWAY:

57236	Jeanne Parker Weber	\$	1,000	App.	4/19/90
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KLAMATH COUNTY:

FORGE RD.-LOBERT RD. (NORTH UNIT) - THE DALLES-CALIFORNIA HIGHWAY:

6050 006	Charles A. & Katherine C. Farley	\$	500	App.	4/18/90
6050 040	ODOT/Division of Aeronautics	\$	1,550	App.	4/18/90
6050 042	Bruce T. & Sharon Kay Mulvany	\$	1,825	App.	4/18/90

EXHIBIT H
MINUTES OF 6/19/90

Report of Actions Taken Under Delegated Authority
Page Five - May, 1990

OPTIONS: (Continued)

LANE COUNTY:

SALMON CREEK BRIDGE - WILLAMETTE HIGHWAY:

6029 011	Richard B. & Carla J. Rice	\$ 300 App.	4/18/90
6029 012	Kitty Sizemore-Boles	\$ 1,850 App.	4/16/90
6029 016	Orval R. & Wanda G. Byerley	\$ 800 App.	4/13/90

LINCOLN COUNTY:

LINCOLN BEACH-FOGARTY CREEK - OREGON COAST HIGHWAY:

55621	Michael & Sandra Lewis	\$ 1,400 App.	4/06/90
55644	Wanda Bunnell	\$ 8,800 App.	4/11/90
55668	Vern Nyman (Storage Shed)	\$ 460 App.	4/11/90
55657	Jim & Nancy Cash	Donation App.	4/09/90
55673	James S. Douglass; Jack G. Lamb	\$ 4,950 App.	4/16/90
55679	Fishing Rock Enterprises, Inc. (Miller)	\$ 2,025 App.	4/16/90
55680	Ernest & Patricia Lissy	\$ 3,500 App.	4/18/90
56943	Lincoln Trailer Park (Halm/Hubert)	\$ 10,000 App.	4/11/90
58713	Eric M. & Brenda L. Wagner	\$ 1,900 App.	4/11/90

MALHEUR COUNTY:

AIRPORT WAY-CAIRO JCT. - OLDS FERRY-ONTARIO HIGHWAY:

6042 042	Wyoming/Colorado Railroad Company	Donation App.	4/09/90
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MULTNOMAH COUNTY:

N. CHAUTAUGUA AVE.-N. DELAWARE AVE. - N. COLUMBIA BLVD.:

58452	M. B. Terminal Co. (Cost incurred to relocate fire hydrant)	\$ 1,160 App.	4/13/90
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N.E. 162nd AVE. @ N.E. GLISAN - N.E. 162ND AVENUE:

58617	Lewis J. & Barbara C. Gress	\$ 950 App.	2/06/90
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S.E. 221ST-S.E. 242ND AVENUE - S.E. STARK STREET:

58390	John A. & Beverly A. Camp	\$ 900 App.	2/14/90
58391	Donald L. & Bonnie B. Camp	\$ 1,000 App.	2/14/90
58398	Gaylord G. & Norma Baughman	\$ 1,000 App.	2/02/90
58399)	James M. & Sharon L. Weston	\$ 9,250 App.	2/06/90
58400)			
58401)			
58407	Phyllis M. Chaney	\$ 3,500 App.	2/20/90
58434	William T. Huisman	\$ 2,450 App.	2/06/90

UMATILLA COUNTY:

BUTTER CREEK JCT.-OLD OREGON TRAIL HWY. - LEXINGTON-ECHO HWY. HIGHWAY:

58167	John B. & Arlene E. Correa	\$ 500 App.	3/13/90
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EXHIBIT H
MINUTES OF 6/19/90

Report of Actions Taken Under Delegated Authority
Page Six - May, 1990

OPTIONS: (Continued)

WASHINGTON COUNTY:

CORNELL RD. INTERCHANGE - SUNSET HIGHWAY:

58113	Cornell Rd. Associates, Joint Venture	\$ 44,170 App.	3/26/90
58142	Oak Hills Homeowners Association	\$ 9,600 App.	4/18/90

MURRAY BLVD.-FANNO CREEK - SCHOLLS FERRY:

6047 016	Fred B. & Josefina Roberts	\$ 2,000 App.	3/30/90
6047 018	Khosrow & Nasreen Rahimi	\$ 1,900 App.	4/13/90
6047 045	Tualatin Hills Park & Recreation District	\$ 500 App.	4/13/90
6047 050	L. E. & Irene Valley	\$ 2,200 App.	4/19/90
6047 053	Royal Crest Home Builders, Inc.	\$ 2,050 App.	3/29/90

S.E. 21ST AVE.-S.E. BASELINE - TUALATIN VALLEY HIGHWAY:

56841	Sang K. Kim & Hak Eum Kim (Leaseholder)	\$ 9,080.09 App.	4/11/90
	(Purchase of lease, court costs, atty. fees)		
57206	Albertson's Inc. & Hillsborough Oregon Association	\$ 3,950 App.	2/27/90

WHEELER COUNTY:

MITCHELL-KEYES CREEK (EAST UNIT) - OCHOCO HIGHWAY:

58598	Evan W. & Dorothy E. Thomas	\$ 400 App.	4/06/90
58599	Evan W. & Dorothy E. Thomas	\$ 100 App.	4/06/90

Dated this 3rd day of May, 1990

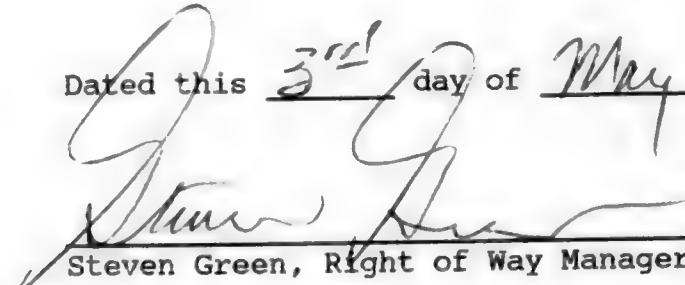

Steven Green, Right of Way Manager

EXHIBIT H
MINUTES OF 6/19/90

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

Under delegated authority from the Oregon Transportation Commission authorizing the making of formal offers to purchase real property in preparation for condemnation (Delegation Order No. 16, Sub. 46), I approved making the following offers in accordance with this authority for and on behalf of the Commission:

CANNON BEACH JCT. OF THE OREGON COAST HIGHWAY

R-57402 - Cavenham Forest Industries, Inc. Offer: \$2,000.00

CORNELL ROAD INTCHGE. SECTION OF THE SUNSET HIGHWAY

R-58115 - Sunset Associates, Ltd. Offer: \$118,100.00
R-58733 - Fifth Avenue Corporation et al \$514,111.00

11TH ST. - HILLSBORO/SILVERTON HWY. (NEWBERG) SECTION OF WYNOOSKI STREET

R6058005 - Marvin Schneider Offer: \$2,000.00

LINCOLN BEACH-FOGARTY CREEK SECTION OF THE OREGON COAST HIGHWAY

R-55635 - Wayne M. and Vicki A. Bauer Offer: \$160.00
R-55636 - Reynold Gene Ropp \$2,175.00
R-55650 - Heirs and Devisees of Addella M. Church \$1,900.00
R-55664 - Geraldine L. Sward \$1,500.00
R-58184 - Janis M. Brabham \$14,400.00

ROGUE RIVER BRIDGE-GOLD BEACH SECTION OF THE OREGON COAST HIGHWAY

R-58541 - Barbara Ann Fitzstephens Offer: \$13,500.00
R-58549 - Lex Fromm \$46,800.00
R-58556 - Helen Wolff \$300.00

SALMON CREEK (OAKRIDGE) BRIDGE SECTION OF THE WILLAMETTE HIGHWAY

R-6029009 - Frank W. Dettmer Offer: \$22,850.00
R-6029017 - Mid Oil Company \$200.00

SKYLINE BLVD. AT CORNELIUS PASS RD. SECTION OF SKYLINE BLVD.

R-58530 - Heirs and Devisees of
Herbert Alexis Linden Offer: \$11,450.00

SPANGLER HILL - MULINO SECTION OF CASCADE HIGHWAY SOUTH

R-57809 - Tom Svalina Offer: \$24,250.00

EXHIBIT H
MINUTES OF 6/19/90

Offers Tendered List
Page 2
May 25, 1990

TERWILLIGER BLVD. INTCHGE. SECTION OF THE PACIFIC HIGHWAY

R-6026002 - Lawrence D. Krause

Offer: \$285,000.00

UNION/GRAND VIADUCT-S.E. RIVER RD. SECTION OF THE PACIFIC EAST
HIGHWAY

R-58319 - Steven E. Bricker

Offer: \$4,800.00

Dated this 25th day of May, 1990

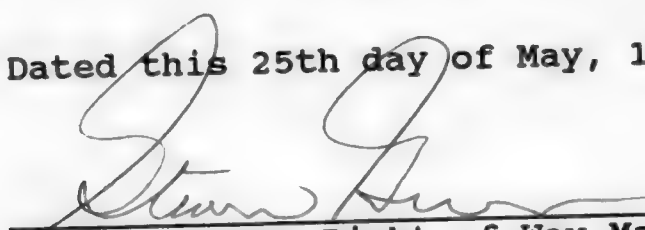

STEVEN GREEN, Right of Way Manager

EXHIBIT I
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Planning Engineer, the following action was taken:

- 1) On May 4, 1990, signed a personal service contract with Dean Runyan Associates for a study to identify the economic benefits of coastal scenic highway development covering the period May 14 to September 30, 1990, at a cost not to exceed \$45,000. (Vice Chairman Whitty approved April 11, 1990.)

Dated this 4th day of June, 1990


Robert E. Royer
Planning Engineer

May 29, 1990

EXHIBIT J
MINUTES OF 6/19/90

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Office of Operations Engineer, the following action was taken:

- 1) On April 27, 1990, approved an agreement with Coos County covering signing of bikeways on the following segments of the Oregon Coast Bike Route:

Seven Devils Rd./West Beaver Hill Rd. segment from Cape Arago Highway @ M.P. 8.97 to Oregon Coast Highway @ M.P. 252.70;

Bandon Bypass segment along Riverside Drive from Oregon Coast Highway @ M.P. 260.13 to Ferry Creek; and

Bandon Bypass segment along Beach Loop Road from Bandon South City Limits to Oregon Coast Highway at M.P. 277.58.

(Transportation Commission approved Oregon Coast Bike Route on October 19, 1982.)

Dated this 5th day of JUNE, 1990



Ken Husby, Manager
Office of Operations Engineer

May 29, 1990

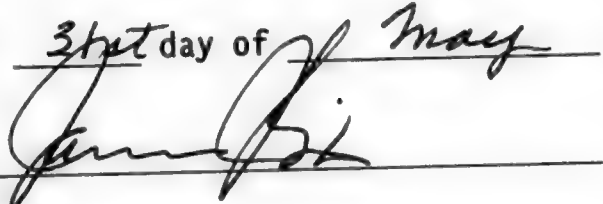
EXHIBIT K
MINUTES OF 6/19/90

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Region 3 Engineer, the following action was taken:

- 1) On April 23, 1990, signed a supplemental agreement with Coos County concerning construction engineering services for the Halls Creek (Ernie Watkins) Bridge Project. (Signed by W. Maude for Region 3 Engineer. Project approved by State Highway Engineer on June 20, 1985, as part of the Highway Bridge Replacement Program.)

Dated this 31st day of May, 1990


James Gix
Region 3 Engineer

May 29, 1990

EXHIBIT L
MINUTES OF 6/19/90


TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated
Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Engineer of Materials and Research, the following action was taken:

- 1) On April 6, 1990, approved a personal service contract with Pavement Services, Inc., for a study to determine the contribution of environmental factors in pavement deterioration. This contract is effective through June 30, 1990, at a cost not to exceed \$6,000.

Dated this 27 day of April, 1990



W. J. Quinn
Engineer of Materials and Research

April 25, 1990



EXHIBIT M
MINUTES OF 6/19/90

State of Oregon Aeronautics Division

3040 25th STREET SE, SALEM, OREGON 97310-0100
PHONE (503) 378-4880 FAX PHONE (503) 373-1688

June 4, 1990

COM 5-1

MEMO TO: Mike Hollern, Chairman
David Bolender
Roger L. Breezley
Cynthia J. Ford
John Whitty
Oregon Transportation Commission

FROM: Paul Meyerhoff II *My²*
Aeronautics Administrator

SUBJECT: Agenda Item for June 19, 1990 Commission Meeting
(Actions by Aeronautics Administrator and Interim
Administrator under delegated authority)

The following information report is submitted regarding contractual and real property actions taken by me and Joe Holden, Interim Administrator, under the authority delegated by the Transportation Commission.

It will appear on the agenda as an information only item.

Contractual Action

1. 4/23/90 Unicom Use Permit, Lebanon State Airport, Leban/Air, perpetual, no consideration.

Real Property Action

1. 4/2/90 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N-1, James Wright, expires 3/31/95 (\$108 annually).
2. 4/2/90 Transfer of Fee Title to Highway Division.
3. 4/3/90 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N-7, Paul Stock, expires 4/14/95 (\$230.40 annually).
4. 4/12/90 Commercial Hangar Site Lease, Cape Blanco State Airport, Site G, Aero Electric, Inc., expires 12/4/94 (\$237.60 annually).

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EXHIBIT M
MINUTES OF 6/19/90

Oregon Transportation Commission
June 4, 1990
Page 2

5. 4/12/90 Commercial Hangar Site Lease, Lebanon State Airport, Site E-8, Mercedes F. Altizer, expires 11/30/94 (\$243.20 annually).
6. 4/20/90 Amendment No. 1 to Noncommercial Hangar Site Lease dated 1/4/90, Independence State Airport, Site 8, Ronald Brown and Mark Honse, increases square footage.
7. 4/20/91 Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-9, Wallace H. Reed, expires 2/28/95 (\$108 annually).
8. 4/20/90 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N-12, Raymond E. Dick, expires 2/11/95 (\$115.20 annually).
9. 4/20/90 Noncommercial Hangar Site Lease, Independence State Airport, Site 6, Larry and Robin Kruljac, expires 2/28/95 (\$180 annually).
10. 4/23/90 Noncommercial Hangar Site Lease, Condon State Airport, Site "G", Ernest Barnett, expires 11/30/94 (\$134.40 annually).
11. 5/2/90 Noncommercial Hangar Site Lease, Lebanon State Airport, Site W-16, Robert L. Pickett, expires 1/17/95 (\$144.90 annually).
12. 5/2/90 Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-10, Norm Wingren, expires 12/31/94 (\$108 annually).
13. 5/2/90 Noncommercial Hangar Site Lease, Oakridge State Airport, Site 2, Robert Barstad et al, expires 11/30/94 (\$208 annually).
14. 5/7/90 Commercial Operations Lease, Wasco State Airport, 2600 square feet for equipment storage, Decker Air Ag Inc., expires 3/31/95 (\$156 annually).
15. 5/7/90 Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-7, Orval L. Butler, expires 12/31/94 (\$108 annually).
16. 5/9/90 Noncommercial Hangar Site Lease, John Day State Airport, Site 5, Grant County and H. Lee & Eva Harris, expires 1/31/95 (approval only).
17. 5/17/90 Noncommercial Hangar Site Lease, Lebanon State Airport, Site E-2, Norman Coffelt, expires 1/31/94 (\$270 annually).

EXHIBIT M

MINUTES OF 6/19/90

Oregon Transportation Commission

June 4, 1990

Page 3

18. 5/21/90 Noncommercial Hangar Site Lease, Cottage Grove State Airport, Site N-14, Glen Clevenger, expires 4/30/95 (\$115.20 annually).
19. 5/21/90 Commercial Hangar Site Lease, John Day State Airport, Site 2, Philip Boyer, expires 4/30/95, approval only.
20. 5/21/90 Noncommercial Hangar Site Lease, Independence State Airport, Site 2, Brian Dalton et al, expires 1/31/94 (\$475.83 annually).

lz

EXHIBIT N
MINUTES OF 6/19/90

Report of Condemnation Cases Optioned [Dismissed]

State v. Mann Construction

L-9525

R-57578

Section: O'Neil Junction - Redmond Cuplet

Highway: The Dalles - California

County: Deschutes

Remarks: Settled by Right of Way

State v. Hillsboro Oregon Associates

L-9449

R-57206

Section: Southeast Baseline Street/East Main Street

Highway: Southeast Tenth Avenue

County: Washington

Remarks: Settled by Right of Way

State v. Bradley

L-9520

R-58496

Section: Cascade Highway North/Lester Interchange

Highway: Johnson Creek Blvd.

County: Clackamas

Remarks: Settled by Right of Way

State v. Bradley

L-9521

R-58495

Section: Cascade Highway North/Lester Interchange

Highway: Johnson Creek Blvd.

County: Clackamas

Remarks: Settled by Right of Way

3022T:npw

EXHIBIT N
MINUTES OF 6/19/90

Report of Condemnation Cases Settled

State v. S. H. Hawkins, et al.

L-9282

R-56028

Section: Mystic Creek-Munn's Creek

Highway: Coos Bay Roseburg

County: Douglas

State's Offer: \$38,900

State's Highest Appraisal: \$40,000

Settlement Amount: \$44,000

Report of Condemnation Cases Tried

State v. Ray W. Rickman, et al.

L-9444

R-58096

Section: Mitchell-Keyes Creek

Highway: Ochoco

County: Wheeler

Verdict of \$55,000 appears to have been split between the State's appraisal and that of the property owners. Considerations that appeared to have motivated the jury were the following:

1. Ray Rickman was an extremely popular individual and generally well known in Wheeler County. His funeral occurred five days before the trial and could be the primary sympathy factor for his widow.
2. Of 18 jurors originally called, 11 indicated they knew Mr. and Mrs. Rickman. Of that 11, only one indicated the relationship could affect their ability to be fair and impartial.
3. The jury was obviously swayed by the testimony of the property owner that prior to the taking the house had a lovely view, and after the taking the view was totally obstructed by a rock wall. The State's appraiser correctly pointed out that the road was now 100 feet further away from the house and that a view still existed from the residence, although not the same view. The jury evidently discounted his testimony.
4. A section foreman testified that the severance of the parcel which had already been severed from the highway exacerbates movement of livestock back and forth across the road. This contention was also testified to by the other witnesses for the property owner.

3022T/npw

EXHIBIT N
MINUTES OF 6/19/90

REPORT OF CONDEMNATION CASES OPTIONED (DISMISSED)

1. State v. Correa
L-9483 R-58167
Section: Butler Creek Junction-Old Oregon Trail Highway
Highway: Lexington-Echo
County: Umatilla

Remarks: Settled by Right of Way
2. State v. Saxton
L-9306 R-56485
Section: Scappoose-Multnomah County Line
Highway: Columbia River (Lower)
County: Columbia

Remarks: Settled by Right of Way
3. State v. Grell
L-9588 R-58542
Section: Rogue River-Gold Beach
Highway: Oregon Coast
County: Curry

Remarks: Settled by Right of Way
4. State v. Getner
L-9558 R-57817
Section: Spangler Hill-Mulino
Highway: Cascade Highway South
County: Clackamas

Remarks: Settled by Right of Way
5. State v. Stiglbauer
L-9578 R-57821
Section: Spangler Hill-Mulino
Highway: Cascade Highway South
County: Clackamas

Remarks: Settled by Right of Way
6. State v. Pape Bros.
L-9524 R-57544
Section: O'Neil Junction-Redmond Cupplet
Highway: The Dalles-California
County: Deschutes

Remarks: Settled by Right of Way

3922T/dsk

EXHIBIT N
MINUTES OF 6/19/90

REPORT OF CONDEMNATION CASES SETTLED

1. State v. The Bank of California
L-9439 R-58455
Section: N. Chautauqua-N. Delaware
Highway: N. Columbia Blvd.
County: Multnomah
State's Offer: \$2,560
State's Highest Appraisal: \$2,560
Settlement Amount: \$2,560
2. State v. St. John
L-9536 R-58037
Section: Forge Road-Lobert Road (South Unit)
Highway: The Dalles-California
County: Klamath
State's Offer: \$5,900
State's Highest Appraisal: \$7,050
Settlement Amount: \$10,500
3. State v. Bowden
L-9343 R-57672
Section: S.E. Lester Avenue Interchange
Highway: East Portland Freeway
County: Clackamas
State's Offer: \$18,000
State's Highest Appraisal: \$13,500
Settlement Amount: \$18,000

3922T/dsk



EXHIBIT 0
MINUTES OF 6/19/90

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.:

May 9, 1990

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report
Action Taken Under Delegated Authority

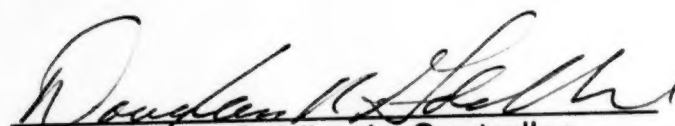
Pursuant to authority delegated to me, I report the following actions for the Transportation Commission's records:

On May 9, 1990, \$ 7,444,295.17 was distributed to the counties as their share of motor vehicle revenues for the month of April, 1990.

On May 9, 1990, \$ 4,733,378.14 was distributed to the cities for the month of April, 1990.

(Lists of apportionments on file in Commission Files, Salem.)

Dated this 9th day of May, 1990


Douglass R. Goldbach, Controller
Highway Division

- 9349 -

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	Transportation Commission meeting minutes
ARRANGEMENT OF RECORDS	Chronological by date
INDEX	

INDEXING BEGINS WITH : 7-1-89 ENDS WITH 6-30-90

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
Bell and Howell filemaster	16MM	21X	23	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 13th DAY OF February 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.


SIGNATURE OF CAMERA OPERATOR